

FINE CAR RACING RULES AND ADDENDUM (161730/144)

1. AIM OF THE CHAMPIONSHIP

- 1.1 This is a Club status championship.
- 1.2 The aim of the championship will be to declare a Western Province Motor Club Fine Car Champion for **2019** and class champions as applicable
- 1.3 The Western Province Motor Club Sporting Committee, in its sole discretion, is responsible for declaring the winner of each championship or to withhold such declaration.

2. CONTROLLERS OF THE CHAMPIONSHIP

The Controllers of the Championship will be the Sporting Committee of the Western Province Motor Club (herein referred to as Sportcom), who have delegated the management, control and day to day running to the Fine Car Committee.

3. VALIDITY OF THE REGULATIONS

- 3.1. All qualifying races will be held under these rules, the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and all of the Standing Regulations and the Supplementary Regulations issued by the WPMC.
- 3.2 No rule is intended to exist in a vacuum; each rule should be read in the context of all rules. If there are two possible interpretations to a rule, and one interpretation conflicts with another rule, or makes another rule meaningless, that interpretation will be rejected in favour of an interpretation that is not in conflict with any other rule or makes another rule meaningless.
- 3.3 If a specific rule or latitude is not found in these regulations, whether stated it is or is not allowed, that will mean it is not allowed. The MSA GCR's or SSR's, as applicable, will then apply
- 3.4 The Controllers reserve the right to amend these rules at their discretion. Any recommendations to amend the rules by the sub section committee will only become effective when approved by the WPMC Sportcom.
- 3.5 All and any notice or circulars in respect of this championship will be notified to all competitors in an electronic format (email or similar). Any notice or circular will be notified no less than 7 (seven) days prior to any race meeting. The onus is on the Competitor to ensure that he has familiarized himself with such a notice.

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4. ELIGIBILITY

- 4.1 The Championship is open to:
 - i. Paid up members of good standing of the WPMC; and who are
 - ii. Holders of a valid MSA competition licence; and who are
 - iii. Paid up members of the Fine Car sub section, as applicable.
- 4.2 Competitors are only eligible to score points from the time that they became members of good standing of the WPMC and the sub section.
- 4.3 Invite drivers are welcome to race and are eligible for trophies on the day but will not be eligible to score points in the championship.
- 4.4 Vehicles competing in the championship shall comply with these rules, the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and all of the Standing Regulations and the Supplementary Regulations issued by the WPMC.

5. NUMBER OF EVENTS

- 5.1 The **2019** Motorsport Calendar and Races per Category as published by the WPMC gives details of all championship event race dates.
- 5.2 A minimum of 6 race meetings shall be run for a champion to be declared. Should less than 6 race meetings be held, then the championship shall be null and void.
- 5.3 All championship events will count towards the Fine Car championship.

6. NEW DRIVERS/RIDERS

Track day experience is advised to ensure the safety of the new entrant as well as the rest of the competitors. The Committee may require that an on-track assessment and theoretical presentation be attended prior to a first race entry is accepted.
Drivers must not be younger than 16 years of age on January 1 of the year of entry.

7. BREAKOUT RULE

7.1 Within the "spirit" of Fine Car racing there will be a lap time capping of 1m 33.0sec. This lap time capping applies only to Fine Car Championship events held at Killarney International Raceway run in a clockwise direction.

7.2 Only one breakout of LESS than 0.50 sec at any official qualifying, race 1 or race 2 of a Fine Car Championship meeting will be allowed with NO penalty being applied.

7.3 A second breakout of LESS than 0.50 sec at any official qualifying, race 1 or race 2 of a Fine Car Championship meeting, the driver will be suspended from scoring points for the next Fine Car Championship event the driver enters and completes – i.e. qualifying, race 1 and race 2.

7.4 Only one breakout of MORE than 0.50 sec at any official qualifying, race 1 or race 2 of a Fine Car Championship meeting will be allowed. Should a driver breakout by more than 0.50 sec that driver will be suspended from scoring points for the subsequent 2

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(TWO) Fine Car Championship events which the driver enters and completes i.e. qualifying, race 1 and race 2.

7.5 Any driver who has been suspended from scoring Fine Car Championship points will serve this suspension as an “invitation” driver and as such may earn trophies for the day/s but will not score points. (NOTE: Invitation drivers will start at the rear of the grid for race 1 and race 2 on the day, regardless of qualifying time unless otherwise notified by an MSA official – Ref 18.2 of these regulations)

7.6 A suspended driver will serve their penalty, even if driving a different vehicle.

7.7 Multiple breakouts during a Fine Car Championship event i.e. qualifying, race 1 and race 2 will qualify as a SINGLE breakout on the drivers’ record.

7.8 Breakout penalties will apply from year to year i.e. a penalty incurred at the last Fine Car Championship event for the year may be carried over into the following year.

8. EXTERIOR AND INTERIOR OF CAR

8.1 Bodywork and general presentation:

8.1.1 The exterior bodywork must remain exactly as produced by the vehicle manufacturer for the model in the period. Plan and profile will remain.

8.1.2 No holes may be cut into the front and rear valances or the front grill and valances may not be removed.

8.1.3 No additional spoilers, air ducts, scoops or blisters are permitted on the bodywork without prior approval by the Fine Car Committee.

8.1.4 The material used on all sections of the body must be the same as that used in original manufacture.

8.1.5 The car must retain bumpers, trims, lights and all decorative fittings as that were used in original manufacture, except for special circumstances with prior approval by the Fine Car Committee.

8.2 Interior & Glasswork:

8.2.1 The vehicle interior must be as per the original model including seats, door panels, roof lining and floor covering. Modifications are permitted to accommodate roll bars and roll cages.

8.2.2 The front seats may be exchanged for racing seats.

8.2.3 The steering wheel may be changed.

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8.2.4 The original dash must remain but the gauges may be replaced provided that they fit the original aperture in the housing. Any additional gauges must be fitted within the spirit of originality

8.2.5 Additional instrumentation may be fitted, but NO timing devices may be used.

8.2.6 No glass shall be substituted with any other material, except for special circumstances at the discretion of the Committee i.e. the same thickness of the glass, no pop-riveted windows etc.

9. WHEELS AND TYRES:

9.1 Any wheel may be used, as long as the rim and tyre fit within the confines of the body as set out in Item 8.1.1 above and are aesthetically acceptable to the controllers.

9.2 Tyre widths and profiles are free as long as they do not protrude beyond the bodywork.

9.3 Only Department of Transport (DOT) approved tyres for road use may be used. Full slicks, cut slicks and imported wet-wet tyres are prohibited.

10. TECHNICAL RULES

Before any vehicle of any type is allowed to race in the WESTERN PROVINCE MOTOR CLUB Fine Car Championship, the vehicle must be registered with and approved by the Committee.

All cars must have an up to date Vehicle Technical Document (available from the Committee) completed by the vehicle owner and available at all times.

Fine Cars shall be road legal Production Saloon and Production Sports and GT cars, introduced before the **31st December 1994** and must be out of production for more than 10 years.

Vehicles other than those above, may only be permitted to race on invitation, on Prior approval by the Committee.

These rules regarding vehicle classification and compliance must be read with this precedent foremost. It is understood that these rules may be interpreted by the Committee to the benefit or detriment of any vehicle or participant. Notwithstanding this it is understood that all drivers participating in Fine Car Racing are doing so for their personal enjoyment and because **they are committed to the "spirit" of Fine Car Racing**. All improvements and modifications to the vehicles are to be done in accordance with the Fine Car Racing Rules contained herein. Only period type modifications will be permitted unless otherwise stated. Any modification must be proven to be in this period as stated. The responsibility to prove eligibility is that of the entrant at all times.

10.1 Engine:

- 10.1.1 Engine Block: The original standard production engine block for the model must be used and the engine must be located in its original position.
- 10.1.2 Cylinder Head: The original standard production cylinder head(s) for the model must be used. The number of valves must remain the same as the original head for the model/type
- 10.1.3 Crankshaft: Free.
- 10.1.4 Camshafts, camshaft bearings and drive systems: Free, provided that they remain in their original positions and remain the sole means of operating the valves.
- 10.1.5 Induction: Only the original type of induction must be used. Air filters, carburetors and inlet manifolds are free.
- 10.1.6 Inlet and Exhaust Manifolds: Free
- 10.1.7 Forced Induction: Is prohibited unless fitted in production. Boost pressure may not be adjustable inside the cabin
- 10.1.8 Exhaust System: Free, but shall be routed under the car and be silenced subject to MSA requirements as regards decibel levels. (Refer SSR)
- 10.1.9 The distributor may be fitted with an after-market spark triggering device but the distributor must remain in its original position and must maintain its original function. Any additional non-period system that processes information acquired from the ambient conditions and/or the engine is not permitted. The distributor must be the only means of determining ignition advance and retard and must continue to distribute the high-tension spark. The firing order must not be changed. The remainder of the ignition system is free.
- 10.1.10 Radiators: Free, but must remain in their original location.
- 10.1.11 Oil coolers and additional water radiators: Are permitted provided they are located within the periphery of the bodywork and do not change the profile of the car.
- 10.1.12 It is permissible to remove metal from the cylinder blocks and heads
- 10.1.13 All drain plugs, including gearbox and differential must be wire locked to prevent oil spillage. Oil filters are to be clamped in such a way as to prevent unscrewing.
- 10.1.14 All open breathers from engines, gearboxes and differentials must feed to a collector of some sort.

10.2 Transmission

- 10.2.1 Original gearboxes are to be used, however dispensation may be allowed to run a non original gearbox subject to it not having more than one extra ratio and being of a similar type
- 10.2.2 Any rear axle 'differential' may be used as long as it fits within the confines of the original body work as defined above. Different types of rear axle, may not be substituted, i.e. Independent Suspension when original was beam axle
- 10.2.3 Mechanical limited-slip or torques-biasing differentials may not be used unless they were a standard production component for the model/type.
- 10.2.4 Sequential gearboxes and/or traction devices are prohibited

10.3 Brakes

- 10.3.1 In the interests of safety braking system modifications are allowed.
- 10.3.2 Brake friction material is free

10.4 Suspension:

- 10.4.1 The original suspension type for the model must remain unaltered
- 10.4.2 The make and type of shock absorber is free.
- 10.4.3 Suspensions may be modified with respect to ride height, camber and castor but mountings must remain as per manufacturer's specification. Additional mounting points for the adding of anti-roll bars, track rods and radius arms may be fitted. Shock absorbers make and types are free. Coil springs may not be substituted for leaf springs and vice versa and one type may not be used to supplement another type.

11. SAFETY

- 11.1 It is recommended that Fine Cars be fitted with a roll cage to MSA specification; however, a minimum requirement is a three-point roll bar inside the car.
- 11.2 The type of seat belts used are not restricted except for inertia reel systems, which are not allowed, however it is recommended that a full 5 point 75mm harness be used. Exemption shall be applied for to MSA for seat belts that do not comply with above as per MSA circular 2/2006.
- 11.3 All loose items in the vehicle such as mats etc. must be removed prior to qualifying and racing.
- 11.4 TOW stickers will be placed on the front and rear of the car to indicate towing points.

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11.5 White Line Rule – Shall be applicable on lap one at turn one for all races. At the start of a race, cars may not transgress the painted solid white line on the approach to turn one. This line will follow an imaginary line from the end of the white line, through the middle of the corner extending to the exit of the corner. On arriving at the start of the white line, cars on the left of the line must remain on the left and cars on the right must remain on the right, and these positions are to be held until the exit of the corner is reached. Failure to comply will result in a 30sec penalty on every occurrence.

12. COMPETITION NUMBERS

12.1 Fine cars shall carry the number on the windscreen, bonnet and sides of the car. The numbers shall be with the sponsors advertising and be at least 200mm numbers.

12.2 The WPMC Fine Car Committee on behalf of the Controllers shall do the allocation of numbers

12.3 The current first three finishers in Fine Cars may run numbers 1, 2 & 3 for the year respectively and will have the right to retain their competition numbers during their reign.

12.4 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.

13. SERIES EVENTS

13.1 All Fine Car Races held within the region controlled by the WPMC during 2019 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 18 kilometers.

13.2 A minimum of 6 race meetings, excluding the February and December invitation i.e. the first and last race meetings of the year, will count for the Club Championship.

14. POINTS SCORING

14.1 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.

14.2 In order to qualify for series status at each race meeting, there must be a **minimum** of 6 eligible starters across the start line in at least one of the races on race day.

14.3 In order to be classified as a finisher, a car must have completed not less than 75% of the distance of the race under its own power, i.e. 6 out of 8 laps.

14.4 To declare a WPMC Fine Car Champion.

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14.5 Points will be awarded on the basis of an Index System for each heat as follows:

1st - Points earned equal to the number of entries (exclude invites)

2nd - Points earned equal to the number of entries minus 1

3rd - Points earned equal to the number of entries minus 2

4th - Points earned equal to the number of entries minus 3 through to nth

Points earned equal to the number of entries minus (n-1)

14.6 The competitor with the highest % based on the Index System for both races in a day will be declared the winner for the day, and the placings determined in the same manner. Trophies will be awarded to the highest Index of Performance % on average for the day's races and not on the basis of points awarded.

15. DECLARATION OF CHAMPIONS

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

16. 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 series 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.

17. ANNOUNCEMENT OF POINTS AWARDED

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

18. STARTING GRID

18.1 There will be qualifying on race day.

18.2 **Should qualifying not take place for any reason, the grid will be formulated by the committee as per SSR 26 of the MSA GCR's.**

18.3 The grid for **RACE 1** will be as per qualifying on race day **with the exception of vehicles driving on invitation and drivers serving their breakout penalty/penalties. These vehicles will take up positions for race 1, at the rear of the Fine Car field.**

18.4 The starting positions for **RACE 2** will be determined from the results of the race 1. **Invitation drivers and drivers serving breakout penalties will start at the rear of the grid for race 2 regardless of finishing position of race 1 unless otherwise notified by an MSA official.**

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18.5 Non-finishers will start from the back of the grid (unless otherwise notified by an MSA official.)

18.6 All starts will be standing/rolling starts.

19. WPMC FINECAR GENERAL RULE

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

19.2 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.

19.3 Only fuels as specified in GCR 240 may be used or commercial pump fuel.

19.4 WPMC Fine Car members must undertake to race within the spirit of the regulations and the committee will be the final judge of that fact. Should a driver fail to race within the "spirit" of these rules their entry may be refused for future race meetings.

19.5 All race cars must be built and prepared with in the spirit of Fine 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 Committee as to how the rule is to be applied – particularly if any competitor is building or modifying a race car in any way.

20. COMMITTEE CORRESPONDENCE, ENDORSEMENTS, APPROVALS & NOTIFICATIONS

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.

21. REGULATION CHANGE

21.1 The Committee reserves the right to amend the regulations once only during the year i.e. after the fourth (4) race and not later than the eighth (8) race. (Latest Sept of each year)

21.2 All rule changes proposed by the Committee must be approved by a quorum of at least two thirds (66%) of the current Fine Car competitors. 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 scored points during the current year. Should a quorum not be present, voting will proceed and the results will be submitted to Sportscom for approval.

21.3 Notice of seven (7) days must be given for any rule changes.

21.4 The period for REGULATION CHANGES is from April to September of each year, for the following year.

ADDENDUM TO FINE CAR RACING RULES

Supplementary guidelines to be read in conjunction with the existing Fine Car Racing Rules. The Committee has decided, as "clarity to the existing Rules" (and NOT a rule change) to add this Addendum to the Fine Car Racing Rules.

The following allowances are listed in accordance with the numbering system as found in the Fine Car Racing Rules

8.1 Bodywork and general presentation:

Allowance - Cars whose wheel-arches had been previously modified (prior to 2015 and by no more than 50mm per side) would be allowed to continue in the class, but no wheel-arch modifications would be allowed with any new competitor.

Allowance - Older model classic cars with removable bumpers, which actually enhance the look of the cars in doing so (such as Minis, Alfas, Mk 1, 2 and 3 Escorts, Mk 1 and 2 Cortinas and Anglias) will be allowed without bumpers. However, later model cars with bumpers that form an integral part of the bodywork (such as an Opel Kadett T Car) will not be allowed without bumpers.

8.2 Interior & Glasswork:

Allowance - Present vehicles fitted with Perspex or similar material windows would be allowed to continue as is. It is expected that all new competitors would adhere to the present rules that state that glass may not be removed or replaced. Due to the exorbitant costs of the rear window glass for the Porsche 924 and 944 models, such glass may be replaced with Perspex (*if the breakage occurred whilst racing*).

Allowance - As stated in rule 8.2.1, the interior should be as close to the original as possible, including roof-linings, back seats, mats, carpets, etc.

It is expected that all new driver-vehicle combinations would familiarise themselves with the rules beforehand, so that they do not transgress the present rules. Please pay special attention to Rule 19.5, to obtain clarity regarding the rules.

10.1 Engines:

Allowance - The following vehicles, having being identified by the Committee, may replace their engines but only as stated hereunder:

- a. Renault R8/R10 with a Renault T16 engine.
- b. Ford Anglia with a Ford Crossflow engine.
- c. Opel Manta with a 2.5 litre Opel/Chev engine.