

**WESTERN PROVINCE MOTOR CLUB  
CLUB CHAMPIONSHIP REGULATION  
INVITATION SPORTS AND GT CARS 2020 CALENDAR YEAR  
(162119/144)**

**1. AIM OF THE CHAMPIONSHIP**

- a. This is a Club status championship.
- b. The aim of the championship will be to declare a Western Province Motor Club Sports & Gt Champion and two runners-up for 2020. Class champions along with Index of Performance Champion and two runners-up as applicable.
- c. 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 Sports & GT Committee.

**3. REGULATIONS**

- a. 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.
- b. 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.

- c. 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.
- d. 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.
- e. All and any notice or circulars in respect of this championship will be notified to all competitors in an electronic format (email or similar).
- f. 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.

#### **4. ELIGIBILITY**

- a. 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 Sports & GT sub section, as applicable.
- b. Competitors are only eligible to score points from the time that they became members of good standing of the WPMC and the sub section.
- c. 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.

- d. Vehicles competing in the championship shall comply with these rules, the General Competition Rules (GCR's), 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**

- a. The 2020 Motorsport Calendar and Races per Category as published by the WPMC gives details of all championship event race dates.
- b. 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.
- c. 3 of these events will be +/- 100 km (approximately 35 min) race with the balance being the normal 2 race 10 lap sprint events

## **6. A NEW DRIVER**

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.

## **7. VEHICLE REGISTRATION AND ELIGIBILITY**

**7.1** 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. GT2, GT3 & GT4 specification cars will be allowed. Approved Cars will be issued with a Disc for the Calendar year before the first Race of the Year.

**7.2** 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 to compete for trophies and points all competing cars must display all identification/signage required by the series sponsor and subsidiary sponsors. 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 before the first race entered.

**7.3** 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 Can am) 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.

**7.4** If possible, all cars to be fitted with a working forward-facing camera. This footage may be used to aid decision-making in 11.12 along with promotional /social media footage.

**8. SPECIFICATIONS OF CARS** As per Appendix A.

**9. 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.

## **10. 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)

## **11. 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

S BELOW 1,12

A 1,12 UP TO 1,14.999

B 1,15 UP TO 1,17.999

C 1,18 UP TO 1,21.999

D 1,22 UP TO 1,28.000

Road Cars Class will gain points in main championship

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.

## **12. DECLARATION OF CHAMPIONSHIP WINNERS**

The Controllers, at their sole discretion, are responsible for declaring a Champion and runners up.

## **13. POINTS SCORING**

### **13.1 SCRATCH RACING IN CLASSES**

Points will be awarded per race for each class 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

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

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

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

- 1<sup>st</sup> – 6 points
- 2<sup>nd</sup> – 4 points
- 3<sup>rd</sup> – 3 points
- 4<sup>th</sup> – 2 points
- 5<sup>th</sup> – 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.

The final local 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:-

1<sup>st</sup> – 20 points

2<sup>nd</sup> – 16 points

and so on to tenth place. (Reduced points for less than 4 Starters - see above)

13.1 a) There will be 3 ‘Ons Huisie 100km Endurance races during the year interspersed with the normal 10 lap sprint events.

Points scoring for these events will be as set out in 13.1 and because these races are equivalent to two normal sprint races double points will be awarded for the overall championship.

13.1 b) The ‘Ons Huisie’ championship will be awarded on Index of Performance result worked out on the same basis as in 13.7. This would be a cumulative IOP on all 3 events.

**13.2** 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

**13.3** In order to be classified as a finisher – as per the GCR’s and SSR’s.

**13.4** 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.

**13.5** 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 decide who had the most 1<sup>st</sup> places, then 2<sup>nd</sup> places, then 3<sup>rd</sup> places, until a winner is decided on.

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

### **13.7 INDEX OF PERFORMANCE RACING**

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

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

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

1<sup>st</sup> – 10 points

2<sup>nd</sup> – 9 points

3<sup>rd</sup> – 8 points

4<sup>th</sup> – 7 points

5<sup>th</sup> – 6 points

6<sup>th</sup> – 5 points

7<sup>th</sup> – 4 points

8<sup>th</sup> – 3 points

9<sup>th</sup> – 2 points

10<sup>th</sup> – 1 point

### **14. 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.

### **15. DRIVER CONDUCT:**

Drivers will abide by MSA regulations at all times. No driver shall drive or conduct himself/herself in a manner that brings the sport,



club, sponsors or series into disrepute. The S&GT Committee will not tolerate any abuse or accusations from a driver, his/her team, family or supporters.

Incident reports must be completed and handed in to the Clerk of the Course within 30 minutes of the completion of the race as per MSA White book.

Repeatedly blocking of a car/driver combination so that he/she cannot safely pass where the following car is clearly faster on the circuit is not allowed. Bumping and/or pushing of other vehicles on the circuit is expressly not allowed. Any competitor found in contravention may be penalized by the Clerk of the Course in terms of GCR157.

The Clerk of the Course may consider infringements at previous events which may result in penalties being imposed.

## **16. STARTING GRID**

**16.1** 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 in current year 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 than 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.

**16.2** 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.**

**16.3** 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.

**16.4** Competitors will not be allowed to change Cars after the Official Grid has been posted unless the committee determine there is a benefit to the series as a whole.

**16.5** All starts will be rolling (as per the GCR's and SSR's).

**16.6** 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.

**16.7** 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 (at Killarney) 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.

**16.8** 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.

## **17. GENERAL**

**17.1** All Commercially available fuels may be used as per GCR'S

**17.2** 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.

**17.3** All Class S, A&B Cars must run with forward-facing light/s which must be switched on at all times. All class C, D must run with a rear light (RED) turned on at all times

**17.4** All Cars must have a working rear-facing 'Rain Light' and must be turned on if conditions dictate.

**17.5** Competitors will be issued with a full set of number boards and sponsor decals at the start of the season or when they join the S+GT series. Should replacements be needed within the racing season then a charge may be levied for said replacements'

**17.6** Should a competitor apply to have his/hers car reclassified in the class structure then it will be considered by the standing committee upon the competitor providing sound reasoning for the adjustment ie reduction in engine performance or car performance. If agreed by the committee the adjustment will take place at the start of a new season.

## **18. SOCIAL MEDIA**

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Sports & GT Championship, WPMC, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and/or WPMC into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that the Motorsport SA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

## **APPENDIX A**

### **VEHICLE CLASSIFICATION – SPORTS CARS (INCLUDING CLASSIC, REPLICAS, ROAD 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, splitting them into Sports & GT along with Road categories. GT2/GT3/GT4 which are built to the exact specification will be allowed entry (eg if there was no turbocharger in these specifications then a turbocharged car will be deemed non-compliant).

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 must 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, An 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.

## **Sponsors**

In deference to series sponsors, conflicting advertising must not be displayed on competing vehicles without permission from the S&GT 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.

## **Road car class**

Must be GT or Sports car as listed in Trade Guide

No home built specials

Must be road registered

No 4 door vehicles

Must have a minimum of half roll cage or rear cage  
Only road tyres or DOT/E4 semi slick tyres  
Can be open or closed roof  
All interior trim inc passenger seats to be present  
Wheels and size are free but must be covered by original body without wheel arch extensions  
Race 5-point safety harness to be fitted securely  
Plumbed in Fire extinguisher (advisory)  
External electrical isolation  
Engine mods are free but may not add turbo to non turbo car  
NOS is prohibited  
May only use commercially available pump fuel  
Engine from same manufacture of base vehicle  
Gearbox/ axle/brakes/clutch are free  
Body mods allowed but all mods to be approved and to a high standard  
All safety equipment to be MSA approved  
All vehicles to be fitted with an engine under-tray or nappy as per WPMC regs  
All lights to be present and working at all times  
Must be fitted with front and rear tow straps clearly marked (Eyes not approved by MSA)  
Must comply with WPMC noise regs  
Sump drain plug/oil cap/oil filter to be secured as per MSA  
All cars to carry S&GT sponsor decals  
All vehicles to be pre-approved by S&GT committee