



2022

WC Regional Standing Supplementary Regulations

Clubmans Championship



Version 2

1 February 2022

Ref: 162627/144

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
19.1	Immediate effect	1 February 2022	Wording deleted and added

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All race meetings shall be held under the 2022 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Regional Regulations, the event Supplementary Regulations (SR's) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. CONTROLLERS

Will be Motorsport South Africa (herein referred to as MSA) Western Cape Regional Committee, who may consult with the Clubmans Committee.

2. AIM OF THE CHAMPIONSHIP

To declare TWO (2) Western Cape Regional Clubmans Championship Champions, one (1) for combined classes A, B and C and one (1) for combined classes D, E and F.

3. ELIGIBILITY OF DRIVERS

- 3.1 The Championship shall be open to all MSA competition licence holders resident within the area controlled by the MSA Western Cape Regional Committee.
- 3.2 Only competitors holding a current valid MSA Regional or National Circuit Racing Competition Licence are permitted to compete.
- 3.3 Drivers must not be younger than 16 years of age.
- 3.4 No driver can enter, qualify or race more than one (1) vehicle in Clubmans on any race day.

4. MINIMUM NUMBER OF STARTERS

There must be a minimum of nine (9) eligible starters in each of the combined classes (A, B and C = 9 starters and D, E and F = 9 starters) for either of the championships, on each race day to qualify for Championship status.

5. CLASSES

5.1 Any new car / driver combination will start in Class X and remain in this class until they have completed two (2) races.

5.2 Competitors will be divided into the following classes:

Class A:	1 min 22.0 – 1 min 23.999
Class B:	1 min 24.0 – 1 min 25.999
Class C:	1 min 26.0 – 1 min 27.999
Class D:	1 min 28.0 – 1 min 29.999
Class E:	1 min 30.0 – 1 min 31.999
Class F:	1 min 32.0 and slower
Class X:	Any new car / driver combination

6. POINT SCORING

- 6.1 Class X competitors will not be eligible for points nor trophies.
- 6.2 Competing drivers who are ineligible for the Championship (e.g. out of town visitors) will be ignored in the results for the purpose of scoring the championship. But will qualify for awards (trophies).
- 6.3 No two (2) cars may score points in a season with the same vehicle race number.
- 6.4 Each car / driver combination will score points for that allocated vehicle race number.
- 6.5 **Qualifying:**

In the event of a qualifying session being held and there being five (5) or more qualifiers in a class, points per class will be awarded as follows:

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

In the event where there are less than five (5) qualifiers in a class, points will be awarded as follows:

Four (4) Qualifiers:

1st	4 points
2nd	3 points
3rd	2 points
4th	1 point

Three (3) Qualifiers:

1st	3 points
2nd	2 points
3rd	1 point

Two (2) Qualifiers

1st	2 points
2nd	1 point

One (1) Qualifier

1st	1 point
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Any competitor who records an official time in qualifying will get at least 1 point.

6.6 **Races:**

Points per class per race will be awarded as follows:

1st	12 points
2nd	8 points
3rd	6 points
4th	5 points
5th	4 points
6th	3 points
7th	2 points
8th	1 point

In the event where there are less than five (5) starters in a class as determined in qualifying, 1st race or 2nd race of the day, points will be awarded as follows:

Four (4) Starters

1st 8 points
2nd 6 points
3rd 4 points
4th 2 points

Three (3) Starters

1st 6 points
2nd 4 points
3rd 2 points

Two (2) Starters

1st 4 points
2nd 2 points

One (1) Starter

1st 2 points

Any competitor classified as a finisher will get at least 1 point for that race.

- 6.7 **Bonus Points:** A bonus point will be awarded to all drivers who, during any given race or qualifying better their previous fastest lap time.
- 6.8 Any Class A competitor who breaks the Class A breakout time of 1 min 22.000 by more than 0.5 seconds will be counted as a qualifier or starter in race 1 but shall not be awarded any points for any race or qualifying session from and including the second and any subsequent break out on the day. All other Class A competitors, who have not broken out more than once on the day, will be moved up in the results for point scoring and will be scored accordingly. The competitor will not be eligible for any trophies if he / she broke out more than once on that day.

7. CHAMPIONSHIP EVENTS

- 7.1 All Western Cape Clubmans races held during 2022 Championship year within the region controlled by MSA Western Cape Regional Committee, and listed as qualifying races in the SR's, will be deemed to be qualifying races, provided that the original race distance is not less than 6 laps.
- 7.2 When more than one (1) race is held on any particular day, the times will be added together purely for the purpose of determining an overall winner for the day and shall have no effect on the points counting towards the Championship.

8. NUMBER OF RACES / EVENTS SCORING TOWARDS CHAMPIONSHIP

- 8.1 The **top** twelve (12) races and six (6) qualifying sessions scored by a competitor in the 2022 championship year will count towards the Championship. If more races (including qualifying sessions) are run, the competitor may drop the worst races and qualifying sessions, with only the top twelve (12) races and six (6) qualifying sessions counting for the titles in both the Overall and Class Championships. Only the overall champions in the 2 championships are recognized by the Controllers.
- 8.2 Should less than twelve (12) qualifying races be run in the 2022 Championship year, the Championship may be declared null and void by the Controllers.

9. QUALIFYING AND STARTING GRID

- 9.1 For the first race of the day, the grid positions will be determined by the fastest lap time recorded in qualifying. In the event of no qualifying taking place, the start grid will be determined as per the fastest lap recorded from the previous race event. A competitor using a previously classified vehicle for the event will start at the back of the class in which that vehicle was previously classified. In the event that a competitor has not taken part in the last event he / she will start at the back of his / her class. In the event that a competitor does not post a time in qualifying, he / she may request permission from the Clerk of the Course to be placed at the back of his / her class and if permission is not granted then he / she will be placed at the back of the grid.
- 9.2 The grid for race 2 will be in Class order as per finishing positions in race 1, reversing the first six (6) competitors in each class. Any competitor not finishing the first race shall be deemed as a non-starter in the second race unless the Clerk of the Course has been notified in writing within one (1) hour of the finish of the first race that the competitor concerned will be starting the second race. Any competitor not complying with this rule (i.e. notification within one (1) hour), will be placed at the back of the grid and the grid positions of these competitors will be in order of notification being given to the time-keepers of their participation.
- 9.3 The grid positions for Class X competitors will be determined according to their lap times and will be treated in the same way as other competitors above. For the second race, they will be slotted in at the back of the class for the class time-slot which they achieved in Race 1 or if no lap time was posted in Race 1, their fastest qualifying time.

10. STARTING PROCEDURE

- 10.1 The starting procedure will be a rolling start.
- 10.2 Classes A, B and C may race separately from Class D, E, F and X should the circumstances allow and if approved by MSA.
- 10.3 **GRID AND WARM UP PROTOCOL FOR QUALIFYING**
- 10.3.1 You may not change direction/weave across track whatsoever in Qualifying.
- 10.3.2 Faster drivers must ensure slower drivers have seen them before passing.
- 10.3.3 Faster drivers may not drive extremely close to slower drivers when passing (slip stream).
- 10.3.4 Slower drivers may not change lanes/weave when being approached by faster drivers.

- 10.4 **GRID AND WARM UP PROTOCOL FOR THE RACE**
- 10.4.1 When exiting the **new** pits keep left until turn 1.
 - 10.4.2 When exiting the **old** pits keep right until turn 1.
 - 10.4.3 You may change direction to warm tyres across the entire track from after turn 1 but should not hinder other cars wanting to pass.
 - 10.4.4 If a driver is changing direction to warm tyres in front of you be patient and ensure that they have seen you. The onus is on you to pass safely.
 - 10.4.5 Form up on the grid on the outer extremities of track...i.e. odd number grid slots right against the grass on left and even number grid slots right against the pit wall on the right. This allows more than one car to pass down the middle and alleviates congestion.
 - 10.4.6 Form up on your grid slot even if the slot in front of you is open.
 - 10.4.7 Once the starter lets you go you may not encroach on other side of track.
 - 10.4.8 Change of direction/ weaving may be done but only in your lane.
 - 10.4.9 The car in pole position should back up the field in turn 4 and all drivers should be in their grid slots. No change of direction / weaving from entry of turn 4 permitted.
 - 10.4.10 Keep formation and do not close any open grid slots in front of or next to you.
 - 10.4.11 There should always be a car's length (sedan) between you and the car in front of you in your lane, except when there is one or more open grid slots in front of you (these need to be left vacant). The front bumper of your car should not be further forward than the rear bumper of vehicle in the opposite lane.
 - 10.4.12 Everyone must keep a constant speed when exiting turn 5 and no braking and holding back to get a jump on the person in front of you is permitted.
 - 10.4.13 Racing starts as red lights go out.
 - 10.4.14 Penalty for any infringements will be to start from pit lane for next race after footage has been reviewed. This may carry over from 1 race day to the next.

11. DEFINITION (CLASSIFICATION) OF QUALIFIER, STARTER and FINISHER

- 11.1 To be classified as a **qualifier** for the purpose of allocating championship points for qualifying, a driver must complete at least one (1) full lap and must post an official time.
- 11.2 To be classified as a **starter** for the purpose of allocating championship points, a driver must post a time in qualifying or cross the start / finish line at the start of the first or second race.
- 11.3 To be classified as a **finisher**, a vehicle must have completed not less than 67% of the race distance under its own power (rounded off to the last full lap).

12. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available on the Motorsport SA website (www.motorsport.co.za) and any objections concerning the scoring must be received by MSA in writing not later than seven (7) days following the publication of scoring. MSA reserves the right to correct clerical errors at any time.

13. SEPARATION OF TIES

A tie will be resolved in favor of the competitor having the greatest number of class wins, then seconds, then thirds etc. If the tie still remains, performance in all the championship events will be taken into consideration and if this is ineffective, the MSA Western Cape Regional Committee shall declare a winner on any basis it may deem fit.

14. DECLARATION OF CHAMPIONS

The MSA Western Cape Regional Committee, at its sole discretion, is responsible for declaring the winners of each Championship or to withhold such declaration.

15. DRIVER'S RESPONSIBILITIES

15.1 All drivers are to ensure that their vehicles comply with all regulations governing the Clubmans series.

15.2 Incident reports must be completed and handed to the Clerk of the Course within thirty (30) minutes of the completion of the race.

15.3 Attendance at Drivers' Briefing is compulsory. Failure to attend, without prior permission from the Clerk of the Course, will result in offenders being required to start Race 1 from pitlane, regardless of lap times posted in the qualifying session. Subjective Covid regulations and bylaws allowing such.

15.4 It is the competitor's responsibility to ensure that, by the end of his/her race day, he/she is reflected on the race results in the correct class as per the latest points schedule posted on MSA's website and also distributed to all competitors following the preceding race meeting. Should the race results reflect an incorrect class allocation and same has not been reported by the affected competitor/s by the end of the race day, and rectified, the competitor concerned shall be removed from the race results for championship points scoring purposes.

All other competitors who finished behind the removed competitors shall move up in the race results for championship points scoring purposes.

16. ELIGIBILITY OF VEHICLES

All recognized production manufactured vehicles with a metal or carbon fiber (OEM) roof are eligible.

All competitors and their vehicles are to comply with the MSA Environmental Code. This covers inter alia sound testing, permissible fuel, etc. Ethanol is permitted as an additive to regulation fuel specified in GCR 240.

All vehicles need to be inspected and signed off as eligible to race by the Clubmans Specialist Scrutineer prior to competing in their first event of the season. A day and time will be set (in advance) for such tests and checks to be carried out. Detailed records of all special dispensations must be kept by the Clubmans Committee and be available to the Controllers on request.

16.1 Engines:

16.1.1 Engines must be the same make as the body into which it is fitted. Rotary engines may only be fitted to rotary body shells.

- 16.1.2 The number of cylinders is restricted to the same number of cylinders as supplied and fitted in the original production bodies by the manufacturer. However, newer spec vehicles in form of a 3 (three) cylinder model that can be adapted to a 4 (four) cylinder of same manufacturer ie; VW Up, Toyota Aygo, C1 Citroen etc. may do such engine swops. The above may only take place after an application motivated by the Clubmans Specialised Scrutineer is submitted to the Clubmans committee and is approved with the consent of the Controllers.
- 16.1.3 Turbo chargers, Super chargers and Compressors are permitted.
- 16.1.4 The engine shall remain in its original compartment and no part of the engine block, crankshaft casing and cylinder head shall pass through the original firewall between the engine compartment and cockpit.

16.2 Vehicle Structure (incl. body shells, firewalls, fenders, doors etc.):

- 16.2.1. The width of the original body shell shall not be altered or increased in any way. However, flaring of the wheel arches and / or widening of fenders with composite materials is permitted to a maximum of 65mm on each side of the body. This measurement shall be determined by placing a straight edge across the front and rear wheel arches, from the widest point of the rear fender / flare to the widest point of the front fender / flare. The gap between the straight edge and the body shell shall not exceed 65mm at any point within 100mm either side of the "B" pillars.
- 16.2.2 Bodywork may be lightened with composite materials being used on bonnets, boot lids, front fenders and hatches only. The passenger compartment and side doors may be lightened but must remain of the original steel material. The bodywork must retain its original silhouette. C-pillars must remain as per the original material and structure as manufactured and used on the body. C-pillar is defined as the outer skin above the bottom window line.
- 16.2.3 The inner fenders, front and rear firewalls, roof and floor must remain in the original position.
- 16.2.4 Front firewalls may be altered to accommodate engine, drive train and induction components only, provided that the alteration is done neatly to form a sealed metal barrier between the engine compartment and cockpit.
- 16.2.5 Rear valence panels may be cut back, slotted or drilled up to the level of the original floor / boot pan. Spare wheel wells may be removed but must be covered. Wheel wells are defined as the round well (hole) where the spare wheel would ordinarily fit.
- 16.2.6 Front and rear bumpers may be retained, removed or modified.
- 16.2.7 Radiator grills may not be removed.
- 16.2.8 Headlight units may be removed but must be replaced with covers or air intakes. If headlight units with glass are retained, they must be adequately and securely taped.
- 16.2.9 Both front doors must be hinged and able to be opened from the outside and must retain the original type catches and handles.
- 16.2.10 A six-point roll cage is compulsory. The roll cage is to have at least one nerf bar across the driver's door opening.
- 16.2.11 If a safety net is fitted to the driver's side door opening, it must have an approved quick-release mechanism.

16.2.12 The Clubmans committee reserves the right to obtain additional sponsors (over and above the “series naming sponsor”) to contribute to the well-being and running of the series in terms of financial obligations and driver/sponsor agreements. To accommodate these additional sponsors, the Clubmans Committee request competitors to carry the required stickers on the following sponsor areas:

- Series sponsor – top front windscreen with race number
- Front number plate, rear number plate, bottom front windscreen, rear bottom windscreen, front bumper corners.

16.2.13 A competitor whose vehicle is severely damaged may request permission in writing to the Clubmans Committee to have the vehicle re-bodied as long as the silhouette remains the same as when the car / driver combination qualified. Re-build should only commence once written approval has been received from the Clubmans Committee and the Controllers advised.

16.3 **Aerodynamic Aids:** External aerodynamic aids, wings, spoilers and skirts may be fitted to the front, top, sides and rear of the body. Windage trays, under trays and other aerodynamic aids may be fitted to the underside of the body provided all set out measurements and specifications are adhered to.

Specifications are as follows:

16.3.1 **Front Spoilers:** Front spoilers are permitted provided that they are not lower than 75mm from the ground or no lower than the original sill. Spoilers must not protrude more than 100mm further than the most forward surface or grill of the original body, or no further forward than the most forward face of the original bumper fitted to that particular body, whichever is the greater. The width of the spoiler shall not exceed the overall width of the body including the wheel arches / fenders.

16.3.2 **Rear Wings:**

(a) **Hatchbacks:** Square end plate size may not exceed 250mm wide and 150mm high. Wing width is limited to within the end plate dimensions. The length of the wing is limited to the widest point of the roof as measured above the side windows. The leading edge of the wing may not be higher than 100mm above the horizontal highest point of the roof. This measurement shall be made vertically from the horizontal plane at the level of the highest point of the roof. The trailing edge of the wing may not exceed the furthestmost point of the original body / bumper of the vehicle measured vertically.

(b) **Non-Hatchbacks:** Square end plate size may not exceed 250mm wide and 150mm high. Wing width is limited to within the end plate dimensions. The length of the wing is limited to the widest point of the original horizontal surface of the boot lid. The original OE manufactured wings may differ and the committee needs to approve each case on inspection. Written record of inspections and approvals must be kept by the Clubmans Committee and be available to the Controllers on request. The leading edge of the wing may not be higher than 180mm above the horizontal highest point of the boot.

This measurement shall be made vertically from the horizontal plane at the level of the highest point of the boot. The trailing edge of the wing may not exceed the furthestmost point of the original body / bumper of the vehicle measured vertically. The rear wing caters for 2 options – 1 as stated above but in version 2, should no center stay (support be run) and the wing is held up by means of 2 end plates only the end plate size is increased to 250mm wide by 180mm high to ensure all rear wings are within the 180mm leading edge rule as above.

(c) Only fixed wings -diffusers allowed, no manually or electronic adjustable mechanism allowed at all whilst vehicle is in motion.

16.3.3 **Side Skirts:** These may not be lower than the lowest point of the original floor pan / integrated chassis members and no wider than 60mm measured from the original body sill.

16.4 **Wheels and Tyres:**

16.4.1 4 Wheel drive is permitted.

16.4.2 Wheel rim width is limited to a maximum of 8 inches (20.32cm).

16.4.3 Make and type of tyres are free. However, retread tyres may not be used.

All 4 drive wheels must be fitted with either slick tyres or semi slick tyres. No mixing of slick and semi slick tyres are allowed.

16.4.4 No wheels (rims and tyres) may protrude from the fenders, with the wheels pointed in the straight ahead position, looking from the above silhouette of the vehicle. Wheel packages are included in this rule concerning the width of the vehicle. All wheels to be kept covered by the body or fenders to comply with this rule.

17. **BREAKOUTS**

17.1 A driver who records a lap time of more than 0.5 seconds faster than the class cut-off times shown above on two (2) separate occasions, in either qualifying and/or in any two (2) different races, will be promoted and placed in the appropriate class, according to the lap time posted, for the following meeting.

17.2 A driver starting a race from a grid position determined by a lap time accepts that he / she have posted that time and it will be recorded as such.

17.3 Once a car / driver combination has two (2) breakouts into a higher class, the competitor may exercise the option to remain in the new class or apply in writing to the Clubmans Committee prior to the next race meeting to remain in the previous class. The penalty for going back to the lower class is three (3) race meetings in the lower class without any points or trophies. The competitor must enter and take part in the following three (3) race meetings displaying "X" as his / her class identification and must post at least one official time at each meeting.

This option may only be exercised once and furthermore should the driver then bust out once during his / her three (3) meetings in class X he / she will immediately be classified in the higher class.

17.4 Any competitor (irrespective of the class he / she is competing in on the day) who records a lap time of more than 0.5 seconds faster than the cut-off time of 1 min 22.000, in either qualifying or in any race, shall be penalized as per the table below:

<u>Time Recorded</u>	<u>"Black Mark" penalty to be applied</u>
➤ 1 min 21.500	0 Black Marks
1 min 21.400 to 1 min 21.499	1 Black Mark
1 min 21.300 to 1 min 21.399	2 Black Marks
1 min 21.200 to 1 min 21.299	3 Black Marks
1 min 21.100 to 1 min 21.199	4 Black Marks
1 min 21.000 to 1 min 21.099	5 Black Marks
1 min 20.99 and quicker	5 Black Marks and paragraph 17.6.3 to 17.6.6 will apply

- 17.5 All black mark penalties incurred are to be added together (i.e. cumulative) and each penalty will be seen on its own, irrespective of whether the same time penalty has been achieved before, on the same race day, or on any other race day. (**EXAMPLE:** qualifying lap time 1 min 21.499 = 1 black mark, race 1 lap time 1 min 21.499 = 1 MORE black mark. Total after 1st race will therefore be 2 black marks. Race 2 lap time 1 min 21.399 = 2 MORE black marks. Total for race day will then be 4 black marks).
- 17.6 The maximum "Black Mark" penalty to apply to any car / driver combination will be 5 "Black Marks". Should any competitor need to be penalized more than this the competitor will be precluded from further participation on the day and will be precluded from competing in the next two (2) race meetings.
- 17.6.1 Should a competitor who has returned from two (2) race meeting exclusion (carrying 5 "Black Marks") again at any time record a time quicker than the cut-off time of 1:21.500 he / she will be precluded from further participation on the day and will be precluded from competing in the next three (3) race meetings.
- 17.6.2 Should a competitor return after being precluded from competing in three (3) race meetings and carrying 5 "Black Marks" again record a time quicker than the cut-off time of 1:21.500 he / she will be precluded from further participation on the day and that car / driver combination will be precluded from further competing in Clubman's for a period of 36 months from this date.
- 17.6.3 Any driver that records a lap time faster than a 1 minute 21.00 will be excluded from the race result and be precluded from further participation on the day in question. In addition, the competitor will also be precluded from competing in Clubman's for the next three (3) race meetings, irrespective of vehicle type.
- 17.6.4 If competitor returns after 3 race day/meeting ban and at any time records a lap time quicker than a 1 minute 21.00, irrespective of what vehicle he/she races, he/she will be excluded from the results and be precluded from further participation on the day, and will also be precluded from competing in Clubman's for the next six (6) race meetings.

17.6.5 If competitor returns after **6** race day/meeting ban and at any time records a lap time quicker than a 1 minute 21.00, irrespective of what vehicle he/she races, he/she will be excluded from the results and be precluded from further participation on the day, and will also be precluded from competing in Clubman's for the next twelve (12) race meetings.

17.6.6 If competitor returns after **12** race day/meeting ban and at any time records a lap time quicker than a 1 minute 21.00, irrespective of what vehicle he/she races, he/she will be excluded from the results and be precluded from further participation on the day, and will also be precluded from competing in Clubman's indefinitely.

17.7 All breakouts recorded in 2021 will be carried forward to 2022 and similarly those recorded in 2020 to 2021 and similarly those recorded in 2019 to 2020. A penalty or class classification will only be reserved for a period of three (3) years for a non-active car / driver combination. Returning thereafter, the car / driver combination will be in Class X. If a car / driver combination (excluding a car / driver combination penalized in terms of **paragraph 17.6.2**) has not been active for an entire season within the three (3) year period, the returning car / driver combination shall either return to the original class or may apply in writing to the Clubmans Committee to return to Class X. Application to have single breakouts removed can be done, in writing, to the Clubmans Committee after twelve (12) months have expired from when the breakout occurred.

18. RESERVE ENTRIES

18.1 In the event of the Promoter receiving more than the circuit maximum number of entries (currently 55), those first received which are completed in full in accordance with the GCR's will receive preference.

18.2 All other entries will be placed on the reserve list and will only be accepted should there be cancellations etc. of already accepted entries. This will then be on a first come basis unless an extra race can be accommodated for the race days in question.

18.3 The Clubmans Committee reserves the right to give preference to any entry or late entry to those competitors who have already taken part in the current year's championship.

19. COMPETITION NUMBERS

19.1 All competition numbers and driver's name (including those on the windscreen and back screen) must comply with MSA these regulations relating to size and color. Refer GCR 249, SSR 4 and any other relevant bulletins etc. All the numbers and class decals will be supplied by the Clubmans Committee. Competitors to supply surname decals.

19.1.1 The driver's race number, class and surname are to be placed on the two side rear windows of said vehicle. The numbers will have a height of 200mm, font will be Helvetica Bold Condensed and will be in "Day-Glo Yellow". The surname must be printed in white, using Helvetica Bold text with a minimum text height of 100mm.

19.1.2 The competition number and class must be displayed on the top left corner of the front windscreen and on the top corner on the driver's side of the back window. The text height will be 150mm, font will be Helvetica Bold Condensed and will be "Day-Glo Yellow".

- 19.2 The Clubmans Committee, on behalf of the Controllers, shall issue all competition numbers.
- 19.3 Competition numbers shall be retained throughout the championship year and are not to be changed.
- 19.4 At the end of the championship year, the competitor with the highest points in the championship will be allocated competition number 1 for the following year, irrespective if he / she was in the Class A – C Championship or the D – F Championship and the number 2 will be reserved for the other Champion. In addition, they will retain their existing numbers.
- 19.5 Competition numbers may only be kept reserved for a maximum of 24 months after the last race used.

20. SCORING TOWARDS CHAMPIONSHIP

- 20.1 The points scored by a car / driver combination in races throughout the year will count towards the Championship.
- 20.2 Each car / driver combination will score its own points and points will not be added together to declare a final overall Champion.
- 20.3 Should a car / driver combination score points in a particular class and thereafter move up to the next class he / she will carry forward any points obtained up to that point with the following proviso:
In order to qualify for class positions at the end of the championship year, at least 30% of the total points counting towards the overall results must be scored in that particular class. In order to qualify for championship positions at the end of the championship year at least 70% of the total points counting towards the overall results must be scored in that particular championship (i.e. ABC or DEF Championships).

21. CLUBMANS COMMITTEE AND DISCIPLINE

The Clubman's' Disciplinary Committee may recommend penalties to be imposed via the race officials of the race day to a competitor if he/she is found to be in breach of unsportsmanlike driving behavior or bringing the WPMC Clubman's Section into disrepute. The officials may hand out warnings or yellow cards for competitors to be under observation by Race Officials on the day.

22. MEMBERS

Only Clubman competitors who have competed in at least 50% of the races run in the current Championship year to date of rule change voting will be eligible to vote.

23. 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 videos. As such, competitors should be aware that their conduct on social media regarding MSA, the Championship, the Club, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and/or MSA 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 MSA 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.