



## REGULATIONS AND SPECIFICATIONS FOR THE 2019 NORTHERN REGIONS MODIFIED PRODUCTION VEHICLES CLUB CHAMPIONSHIP (161690/144)

### 1. **Validity of these Regulations.**

These regulations will apply for the calendar year 2019

### 2. **Controllers.**

The controllers of the Championship are Motorsport South Africa (hereafter referred to as MSA) which has delegated control to the MSA Northern Regions Motorsport Committee and the Clubman's Association. The controllers reserve the right to amend, alter or introduce additional rules and regulations and issue interpretation of these regulations as deemed necessary.

### 3. **CLASSES**

3.1 Classes will be determined by a breakout time as follows:

- A Faster than 1.09.5 at Zwartkops
- B Faster than a 1.11.5 at Zwartkops
- C Faster than a 1.13.5 at Zwartkops
- D Faster than a 1.15.5 at Zwartkops
- E faster than a 1.17.5 at Zwartkops
- F slower than a 1.17.5 at zwartkops

3.2 At circuits other than Zwartkops, the Clubmans Association committee will determine the relevant breakout time for that circuit and will publish these times in a bulletin before qualifying commences. winter events 0.5 of a second faster will be allowed per class . the committee also reserves the right to adjust the times accordingly should the weather or prevailing conditions indicate that the groups times need to be changed for that event .

3.3 If a competitor breaks out by less than 0.5 seconds in his applicable class in an official qualifying session, he will stay in his class but receive a 5 place grid penalty for the first race.

3.4 If a competitor breaks out by less than 0.5 seconds in his applicable class in an official race, he will stay in his class and receive a 15 second penalty for that race.

3.5 If a competitor breaks out by more than 0.5 seconds in an official qualifying session or official race, he will be moved up to the higher class and be scored in that class for the day without receiving penalties.

3.6 A competitor may at any time apply in writing to compete in a class higher than their current class should they feel there is a possibility of them breaking out during the season.

- 3.7 Should a competitor be re-classed due to a breakout, the competitor may apply in writing to the Clubmans Committee to be moved back to the lower class. The committee will advise of their decision in writing.
- 3.8 Should the chairman, club committee, MSA Northern Regions Committee, event stewards or any appointed judge of fact suspect that a driver is not driving to their full potential or sandbagging, a special meeting of the drivers may be called to collectively agree on a remedy. Such a meeting will be chaired by the series chairman. Such remedy can be but is not limited to a class change, exclusion from results, exclusion from the club or exclusion from the series. Any decisions or results taken will need to be approved or overturned by the club committee or the MSA Northern Regions Committee.
- 3.9 Sandbagging describes someone who underperforms (usually deliberately) in an event. The term has multiple uses, such as a driver who competes in an event in a series below their level of expertise to finish high and score maximum points. The term can also be used to describe a fast driver who holds back during a race to manage a lap time and avoid breaking out. Sandbagging is vehemently discouraged and frowned upon in the series. A driver who may be too fast for his/her class is encouraged to either voluntarily move to the higher class, or mechanically limit the performance of the vehicle so that it still has to be driven to its full potential to remain competitive.
- 3.10 The use of in-car timing systems, of any type or sort is forbidden during an official practice session, official qualifying session or official race in Class B, C, D, and E. If the timing system in the vehicle cannot be completely disabled, the readout must be blanked off or the predictive/ultimate lap signal covered so that it is not visible to the driver during the session. Contravention of this rule will result in penalty which could include but is not limited to a breakout penalty or disqualification. Pit-to-car communication systems are also prohibited during all official sessions as are pit boards prohibited.
- 3.11 Telemetry data and on-board footage from all vehicles, where applicable, must be made available to the technical committee if it is requested by them.

#### **4. TYRES**

- 4.1 Only semi-slick tyres may be used, competitors may not use more than 4 new tyres at one event .

#### **5. Name.**

The name of the Championship will be Modified Production cars .

#### **6. The Aim of the Championship.**

The aim of the Championship will be to declare an Overall Sprint Club Champion and an Index Club Champion.

#### **7. Events to Count.**

- 7.1 There will be 9 rounds, with 8 rounds to count to the Championship.

#### **8. Eligibility of Competitors**

- 8.1 The Championship is open to all competitors holding a valid Competition Licence as issued by MSA and domiciled within the jurisdiction of the MSA Northern Regions and Kwa Zulu- Natal Regional Motorsport Committees.
- 8.2 Competitors in Modified Production Cars must be paid up Members of the Clubmans Association.
- 8..3 The organizers and or The Clubmans Committee reserve the right to refuse an entry should they determine that the vehicle or the driver does not uphold the spirit of Clubmans as a club series.

**9. Provisions**

- 9.1 Only Production based Monocoque FWD (Front Wheel Drive) vehicles will be permitted to participate in the Championship.
- 9.2 Front fenders, bonnet, boot lid or tailgate may be replaced with fiberglass copies of these items.
- 9.3 The fitting of a spoiler to the front and a wing to the back is permitted. The highest point of the rear wing may not exceed the highest point of the roof of the vehicle as raced and may not overhang the rear of the vehicle by more than 450mm. The rear wing may not protrude beyond the outer sides of the bodywork of the vehicle at its widest part.
- 9.4 Wheel arch extensions may be fitted.
- 9.5 Head lights and tail lights must be operational.

**10. Minimum Weights.**

- 10.1 There are no minimum weights applicable.

**11. Restrictions**

There is no restriction on changing classes during the year as per GCR 3.6, however points scored in any class remain in that class.

**12. Points**

Each class will score points per heat in the Sprint Championship on the following basis;

Points will be allocated in Class in each heat on a sliding scale,

	Events 1-3	Events 4-6	Events 7-9		
5 or more starters	Position	1	6	10	12
		2	5	8	10
		3	4	6	8
		4	3	5	6
		5	2	4	5
		6	1	3	4
4 starters		1	5	8	10
		2	4	6	8
		3	3	5	6
		4	2	4	5
3 or less starters		1	4	6	8
		2	3	5	6

### 13. Index

13.1 Index points will be allocated 1 to 8 per heat in the Sprint Championship as well as 1 to 8 in the Endurance Race over the complete field.

1st 10 points

2nd 8 points

3rd 6 points

4th 5 points

5th 4 points

6th 3 points

7th 2 points

8th 1 point

### 13.2 Index Formula

A X B

Index% =  $C - D \times 100$

A = Fastest lap

B = Total race laps

C = Total race time

D = Grid credit

13.3 In a case where a competitor improves their qualifying time by 2,5% in heat 1, they will be disqualified from the index results in heat 1. However, if a competitor experiences a technical problem during qualifying, he may notify the scorer, or one of the committee members. In this case they will lose their grid credit, but will not be disqualified.

13.4 Index Points will be allocated 1<sup>st</sup> to 8<sup>th</sup> per heat in the Championship as well as 1<sup>st</sup> to 8<sup>th</sup> in the Phakisa 2 Hour Endurance Race over the complete field.

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

**14. Bonus Points**

14.1 NO POINTS ALLOCATED FOR PRIZEGIVING

14.2 Attendance at the Noggin 2 points

14.3 Pole Position in Class for Heat One 1 point

14.4

14.3 Any competitor residing more than 200 kms from the Noggin venue will be allocated the Noggin Bonus point for competing in the race.

14.4 In the event of a tie in either Championship, then the Sprint and Index points earned by the competitors concerned will be combined, should this not produce a tie break, then the finishing positions, e.g. number of first or second places etc., will be taken into account. "Race" will include the practice day immediately preceding the event and vehicles that practice on that day and have mechanical problems will be considered to have participated in the event.

14.5 Please note that 10 BONUS points be issued to competitors having entered and participated in any events having taken place at a circuit more than 150 kilometers from Johannesburg.

**15. RACING**

15.1 Heat one grid positions will be determined by the fastest to slowest times set in Official Qualifying.

15.2 Heat two grid positions will be determined by the fastest lap in heat one inverted by class. The starting order will be A, B, C, D,E,F The slowest lap recorded in heat one starts first in class and the fastest lap starts last in class. Any competitor who did not set a lap time in heat one will start at the back of the grid.

15.3 Starts will be by Rolling Start. Once the lights are out or the MSA flag dropped, the race commences and all competitors are allowed to overtake.

**16. Yellow Card System**

16.1 The Association has a Drivers Code of Conduct which will be enforced.

**17. Advertising**

17.1 All vehicles will comply with the advertising requirements of the Association in connection with any sponsorship negotiations the Association may enter into. All competitors will be required to place the Association Supported stickers, namely the top edge of the Front Windscreen and the Competition Number Backing Boards as instructed.

17.2 Competition numbers must appear on both sides of the vehicle as well as the top left side of the windscreen

**18 Annual Endurance Race at Phakisa.**

- 18.1. Modified Production Cars and Sports Racing Association will participate in this Traditional Endurance Race.
- 18.2. This may be contested over the full two hour period, or may be a "portion" of the race. Eg 45 minutes.
- 18.3. If the time period is shorter than the full race, then the MPC/SRA pit stop will be in the time period of the MPC/SRA period.
- 18.4. If the time period is shorter than the full race a "Time" board will be displayed (Not a Chequered Flag) indicating that the Championship Time Period for competitors in MPC/SRA has been completed and those competitors not wanting to complete the full distance may leave the track.
- 18.5. Championship points will be based on track position of the MPC/ SRA Competitors at this agreed time.
- 18.6. Full Championship points will be allocated, as if two heats had been raced on the day. These will still be calculated as per the Regulations regarding number of entries in the Class.
- 18.7. More than one driver per car is permitted in the Endurance Race.
- 18.8. "Guest" entries in MPC/SRA (NON Club Members) will not be scored in the Championship.
- 18.9. Competitors wishing to continue in the full Two Hour Race Period may do so, but there are no additional Championship points for doing so.