

Classic Car Section



WPMC CLASSIC CAR NON-TECHNICAL RACING RULES 2020 (16122/144)

EFFECTIVE FEBRUARY 2020

WPMC/CCNTRR/PRE80&90/2020 Final

Review and Approval Record of the Present Document:

Action	Name	Function	Date
Revised by	Jared Thomson	Chairman	22 th July 2019
Checked by	Dave Alhadeff	Committee Member	22 th July 2019
Prepared by	Garth vd Merwe	Vice Chairman	22 th July 2019
Prepared by	Jacques Blom	Committee Member	22 th July 2019
Checked by	Tony Lindeque	Committee Member	09 Aug 2019

Revision Status

Rev.	Date	Description
A	5 th October 2018	Draft showing date changes for 2019. For ratification by Sportcom
B	05 JULY 2019	DRAFT SHOWING CHANGES FOR 2020
C	06 JULY	Changes by Dave Alhadeff

D	22 Jul 2019	Input from Ian Richards
E	25 July	Input and chat at noggin change 19.2
F	07 Aug	Update Ian R – 5.2
G	12 Aug	Tony Lindeque update
H	20 AUG	TONY LINDEQUE UPDATE CLAUSE 4D

1. 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 has delegated the management, control and day to day running to the Classic Car Committee.

2. AIM OF THE CHAMPIONSHIP

- 2.1 This is a Club status championship.
- 2.2 The aim of the championship will be to declare a “Pre 80” and “Pre 90” Western Province Motor Club Classic Car Champion for 2020 and class champions as applicable.
- 2.3 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.
- 2.4 To determine a winner, runner-up and third placed driver in each class as below:

Pre 80 Classic Cars:

In addition to the overall champion there will be a champion declared for driver-car combinations that comply with the National Historic Regulations rules for:
Pre 1980 HISTORIC SALOON 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 Car Rules for:
Pre 1990 HISTORIC SALOON CARS.

3. 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. Any proposed changes and/or recommendations by the sub-committee when approved by the controllers rules.
- 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.

4. ELIGIBILITY

- 4.1 The Championship is open to:
 - a) Paid up members of good standing of the WPMC; and who are
 - b) Holders of a valid MSA competition license; and who are
 - c) Paid up members of the Classic Car sub section, as applicable.
 - d) Should a car race without an HTP it will not score championship points.
Entrant to refer to GCR 93 iii.
- 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. Invited drivers whose cars are eligible and compliant with the categories published technical regulations 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. VEHICLE REGISTRATION AND ELIGIBILITY

- 5.1. 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 MSA stamped and registered HTP document must be completed and be available at all times. Each vehicle must carry the current eligibility token, this to be done at the beginning of each year prior to the first race of the championship. (Refer to SSR 2.)
- 5.2. The vehicle will be inspected and the HTP signed off by the TC.
- 5.2.1. The eligibility should at all-times be according to the regulations which govern the specific category i.e. Pre-80 or Pre-90 Technical Rules. Should a competition vehicle be non-compliant to the governing regulations it cannot compete in the championship.
- 5.2.2. Where a competition vehicle is largely compliant to the governing regulations but fails on a minor regulation requirement, the Classic Car committee/Technical Consultant may rather afford a 3 month dispensation to the competitor for that specific race event but that such dispensation afforded may not be carried forward to the next event.
- 5.2.3. HTP must be sent to MSA for allocation of a unique HTP number. Once a vehicle has been accepted, approved and annually reviewed by the WPMCCCC, the last page of the HTP must be signed by the TC indicating compliance for that season.
- 5.2.4. An HTP may be inspected at any time and if it is found that the competition vehicles differ in any way from that which is declared and signed for on the HTP document, the HTP will be withdrawn. This in accordance with GCR 93 iii)

6. SPECIFICATIONS GOVERNING CARS COMPETING IN THE CHAMPIONSHIP

- 6.1 As per WPMC Historic Car Technical Rules for Pre-80 and Pre-90.
- 6.2 Replica vehicles built in accordance with the MSA replica rules as indicate on Appendix 3 of the National Technical Regulations.
- 6.3 Any competitor whose vehicle is found by the TC to differ in specification from his/her HTP will be requested to make the necessary changes.

7. COMPETITION NUMBERS and CLASS LETTERS

- 7.1 All Competition numbers and class letters shall be displayed in accordance with the white book regulations. (Refer SSR 4.)

- 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 DISCRETION 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 WPMC, the class allocation will be based on the following time brackets: -
 - CLASS A 1 min 23.5 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 A and/or any competitor to be re classified.
- 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 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:
- a) A penalty for going back to the lower class of two race meetings in the lower class without any points, trophies or prize money.
 - b) 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.
 - c) 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.
 - d) The option cannot be exercised if there are 2 (two) or less meetings before the end of the championship year.
 - e) The first time a Class A 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 (b) will apply.
- 10.3 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 2020 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 kilometres. 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 Kilometers. (6 laps).

11.3 Number of events

The 2020 Motorsport Calendar and Races per Category as published by the WPMC gives details of all championship event race dates.

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.

12. POINTS SCORING

12.1 To declare a WPMC Classic Car Champion.

12.2 Pre-80 and Pre-90 categories will score separately per class, each towards their own championship.

12.3 The allocation of trophies for 1st, 2nd and 3rd places for each class A through F will be combined for Pre-80 and Pre-90

12.4 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

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

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

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

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

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

12.7. 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.

- 12.8. In order to qualify for championship status at each race meeting, there must be a combined minimum (Pre-80 and Pre-90) of 12 eligible starters in classes A to F or X for the categories Pre-80 and Pre-90. An eligible starter is a person who has participated in any of the following - official practice, qualifying, race 1 or 2.
- 12.9. 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
- 12.10. 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.
- 12.11. 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.
- 12.12. 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 and category.
- 12.13. Points cannot be carried over between the Pre 80 and Pre 90 Championship.

13. DECLARATION OF CHAMPIONS

The Controllers at its sole discretion are 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 The starting grid, for the first race will be derived from Official Qualifying times for this race. This will include any Class X Competitor.
- 16.2 Competitors, who do not practice/Qualify, will start at the back of the grid.
- 16.3 For race number two, the grid shall be derived from the finishing order of race one.
- 16.4 Non-finishers will start from the back of the grid irrespective of their class.

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 centimetres.
 - a) Advertising material, as deemed necessary by the committee in terms of promotion of a sponsor, shall be displayed on each competitor's car.
 - b) 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. (Refer GCR 246 as well as GCR 249).
- 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 cars wishing to enter a Classic Car event will be at the discretion of the scrutineers.

18. COMMITTEE CORRESPONDENCE, ENDORSEMENTS, APPROVALS AND 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.

19. REGULATION CHANGE

- 19.1 The Classic Car Committee reserves the right to amend the regulations no more than once per calendar year and no later than the 30th day of the 9th 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 and is approved by Sportcom. All such rule changes shall come into effect at the commencement of the following calendar year.
- 19.2 All rule changes proposed by the Classic Car Committee must be approved by a majority of the current classic car members present. 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 and competed in the Classic car championship during the current year including drivers who have raced in Classics the year before (current -1) and who have continued to actively participate in the activities of the sub section and who are also members of WPMC.
- 19.3 Members shall be notified and advised of any proposed rule changes at least 7 working 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.
- 19.5 In all matters where voting is involved the Chairman, apart from having an ordinary vote, will also have a casting vote in the event of any votes being tied.
- 19.6 Any authorized changes will be notified on a 7-day notice.

20. SAFETY

- 20.1 All safety belt harness hooks/latches must be lock wired at each point.

- 20.2 A bracket approximately halfway down the length of your prop shaft must be fitted in order to prevent the prop shaft dropping onto the road surface should it become dislodged at either end.
- 20.3 An exhaust hanger bracket must be fitted just after the first exhaust joint after the manifold.
- 20.4 You must be able to reach and extract the fire extinguisher while you are fully strapped into your safety harness.
- 20.5 The oil sump plug, differential filler plug, gearbox filler plug, oil filter and oil filler cap must be lock wired to prevent it coming loose and or being dislodged.

21. NEW DRIVERS

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.

22. DRIVERS CONDUCT and PENALTIES

All track incidents need to be reported to the COC of the day. An incident may result in a Yellow card penalty. The COC will provide the committee with a race report of the incident of the day and the following will be implemented:

- 1.If a yellow card is issued, 3 points deducted immediately.
2. Yellow card drivers will be under observation for 3 race events.
3. Any incident occurred whilst under observation could resort in a future entry to be excluded by the controllers.

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 the Classic Car 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.

ETHOS OF HISTORIC RACING IN SOUTH AFRICA

- To promote and preserve era correct historic racing saloon cars in South Africa.
- In the effort to stay historically correct for the period we will use the FIA Appendix J as our guideline.
- To ensure and promote free and fair competition.
- To encourage new and existing members to compete.
- To preserve and promote the spirit and heroes of South African saloon car racing
- To ensure cost-effective participation.
- To provide entertainment for spectators and value for money for sponsors.
- To ensure a reasonable level of safety and promote safe driving standards.
- To encourage international participation at international events.
- **To respect and abide by the decision of the empowered officials.**