



2021

Club Standing Supplementary Regulations

WPMC Invitational Thunder Saloon Car Series (Non-Championship)



Version 1

22 June 2021

Ref: 162525/144

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>

INDEX:

1. AIM OF THE SERIES
2. CONTROLLERS OF THE SERIES
3. REGULATIONS
4. ELGIBILITY
5. NUMBER OF EVENTS
6. NEW DRIVERS
7. VEHICLE REGISTRATION AND ELIGIBILITY
8. SPECIFICATIONS OF CARS
9. COMPETITION NUMBERS
10. CLASS STRUCTURE
11. MINIMUM STARTERS
12. DRIVER CONDUCT
13. STARTING GRID
14. GENERAL
15. SOCIAL MEDIA
16. APPENDIX A

All race meetings shall be held under the 2021 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Club Regulations, the event Supplementary Regulations (SR's) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. AIM OF THE SERIES

This is an Invitational Club series of non-championship status.

2. CONTROLLERS OF THE SERIES

The Controllers of the series 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 a delegated official for the event.

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 at their discretion. Any recommendations to amend the rules by the competitors will only become effective when approved by the WPMC Sportcom.
- 3.5 All and any notice or circulars in respect of this series will be notified to all competitors in an electronic format (email or similar).
- 3.6 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 series is open to:
 - a) Paid up members of good standing of the WPMC; and who are
 - b) Holders of a valid MSA competition licence
- 4.2 Invite drivers are welcome to race and are eligible for trophies on the day.
- 4.3 Vehicles competing in the events 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

- 5.1 The 2021 Motorsport Calendar and Races per Category as published by the WPMC gives details of all race dates.
- 5.2 Dependent on the number of entries, Sportcom will endeavour to have as many events as the calendar allows for this new series for 2021.

5.3 Each events will have two 8 (eight) lap sprint races.

6. 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.

7. VEHICLE REGISTRATION AND ELIGIBILITY

- 7.1 The WPMC Invitational Thunder Saloon Car Series (non-championship) is open to all cars that fit the general genre of "Thunder Saloons".
- 7.2 Before any vehicle is allowed to race in the WPMC Invitational Thunder Saloon Car 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.
- 7.3 It is strongly advised that before any new car is built, the Competitor approaches the Controllers to obtain guidance and approval for the concept.
- 7.4 The Controllers reserve the right to refuse any vehicle entry, which in their opinion contravenes the spirit in which WPMC Thunder Saloon Car racing has been designed.
- 7.5 This series is open to all new cars or cars that currently compete or have previously competed in another series (e.g. Wesbank, Sascars or Oval Track). The Controllers may limit these in order not to harm another Championship that is currently taking place.
- 7.6 If possible, all cars to be fitted with a working forward-facing camera. This footage may be used to aid decision-making in 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. CLASS STRUCTURE

- 10.1 Cars will be placed by the Controllers in classes based on their performance.
- 10.2 The Controllers reserve the right to determine the class in which a particular car may compete.
- 10.3 Any new car/driver combination must do official timed qualifying/practice.
- 10.4 Thereafter the controllers will allocate that car to a class for that day.
- 10.5 The class allocation will be based on the following time brackets:
 - A - 1,16 UP TO 1,18.999
 - B - 1,19 UP TO 1,22.999
 - C - 1,23 UP TO 1,25.999
- 10.6 In order for a car to break out to a higher class, it must break out by more than 0.001 sec.
- 10.7 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.

- 10.8 Should a Competitor apply to be placed in a Class lower than his present Class this must be approved by the Controllars.
- 10.9 Should a competitor break the 1 minute 16 seconds, the Controllars with the consent of the Clerk of the Course, reserves the right to penalise the competitor at their discretion by exclusion, or adding a time penalty for the heat and or placing the competitor further back on the next grid where he competes and/or starting from pit lane. This will be done in the interest of the sport, spectators and competitiveness.

11. MINIMUM STARTERS

In order for the series to qualify for a race at an event, there must be minimum of 10 eligible starters as defined by the GCR's.

12. DRIVER CONDUCT

- 12.1 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.
- 12.2 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 GCR Handbook.
- 12.3 Repeatedly blocking of car/driver combination so that he/she cannot safely pass where the following car is 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.
- 12.4 The Clerk of the Course may consider infringements at previous events which may result in penalties being imposed.

13. STARTING GRID

- 13.1 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.
- 13.2 **Race 2** grid positions will be derived from the official fastest lap times for each competitor of race one.
- 13.3 Should a competitor fail to record a time in race one, the official qualifying time will be used to determine his/her grid position for race two. Should that not be available than the competitor will be placed at the back of his/her class.
- 13.4 Any Competitor not attending the Drivers Briefing will be placed at the back of his/her class.
- 13.5 A driver who through "force majeure" is unable to attend drivers briefing must make representation to the Controllars or send a representative in his/her place. Only one representative per driver.
- 13.6 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 Controllars 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.
- 13.7 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.
- 13.8 Competitors will not be allowed to change cars after the official grid has been posted unless the Controllars determine there is a benefit to the series as a whole.
- 13.9 All starts will be rolling (as per the GCR's and SSR's).

- 13.10 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.
- 13.11 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 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.
- 13.12 Drivers may not continue to warm brakes/weave to warm tyre after reaching the back gate on the warm up lap. All race competitors should at this point close-up into grid formation and hold this position until race commencement.
- 13.13 No weaving to warm up tyres or brakes is allowed during qualifying sessions.

14. GENERAL

- 14.1 All commercially available fuels but excluding Methanol may be used.
- 14.2 WPMC Thunder Saloon competitors 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.
- 14.3 All Cars must have a working rear-facing 'Rain Light' and must be turned on if conditions dictate.
- 14.4 Competitors will be issued with a full set of number boards and sponsor decals once the series has proved itself and obtained a sponsor. Should replacements be needed within the racing season then a charge may be levied for said replacements.
- 14.5 Should a competitor apply to have his/her car reclassified in the class structure then it will be considered by the Controllers upon the competitor providing sound reasoning for the adjustment i.e. reduction in engine performance or car performance. If agreed by the Controllers, the adjustment will take place at the start of a next event.

15. 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 Thunder Saloons, WPMC, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Series and/or WPMC into disrepute in the opinion of the Controllers, they may be subject to a penalty or disqualification from the Series. Additionally, competitors are reminded that 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.

16. APPENDIX A

VEHICLE CLASSIFICATION – THUNDER SALOONS

16.1 DEFINITION

Entry into the Thunder Saloons is by invitation after technical approval by the Controllers. All saloon cars, station wagons, hatchbacks, coupe bodies, LDV's, open tops cars of any year, which are assembled or built in South Africa, are eligible. Imported vehicles may be allowed at the discretion of the Controllers.

16.2 ALL CARS

- a) Windscreen/Rear Window compulsory.
- b) Roll cages/safety devices are compulsory as per MSA regulations.
- c) Body modifications and kits are allowed but no alterations may be done from the bottom of any window to the top of the roof.
- d) Tube frame or "pipe cars" may be allowed but full details must be supplied to the Controllers prior to permission being granted.
- e) Composite materials are allowed such as fibreglass panels but the original chassis/shell, A and B pillars and if applicable the C pillar must remain of the original material as per manufacturer.
- f) Wings and under trays are allowed and will only be limited in order to comply with safety concerns.
- g) Front spoiler/splitter may be fitted but may only protrude a max of 150mm from the original bumper. No lower height limit.
- h) Rear wings may be fitted at a max of 1850mm width, (depth and number of elements are free) and must be no higher than the original roof height. They may not protrude more than 100mm rearward of the original bumper line.
- i) All cars and modifications must be to a high standard along with presentation.

16.3 ENGINES

- a) Free with no restrictions to capacity, make, model, etc.
- b) Turbocharged and supercharged engines are permitted.

16.4 GEARBOX AND DIFFERENTIAL

Free

16.5 SUSPENSION

Free

16.6 BRAKES

Free

16.6 WHEELS

Free (Drive Wheels must have Spigots)

16.7 TYRES

Free

16.8 MUDGUARDS / WHEEL ARCHES

Viewed from the top they must cover the surface of the tyre.

16.9 EXHAUST

Not permitted within the confines of the cockpit of the car unless fully enclosed in neatly fabricated Panelling but must comply with the WPMC sound guidelines.

16.10 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 Controllers.

16.11 SPONSORS

The Car must comply with the spirit of Thunder Saloon Car racing and the Controllers will be the final judges. Prospective Entrants are advised to contact the Controllers if in any doubt.