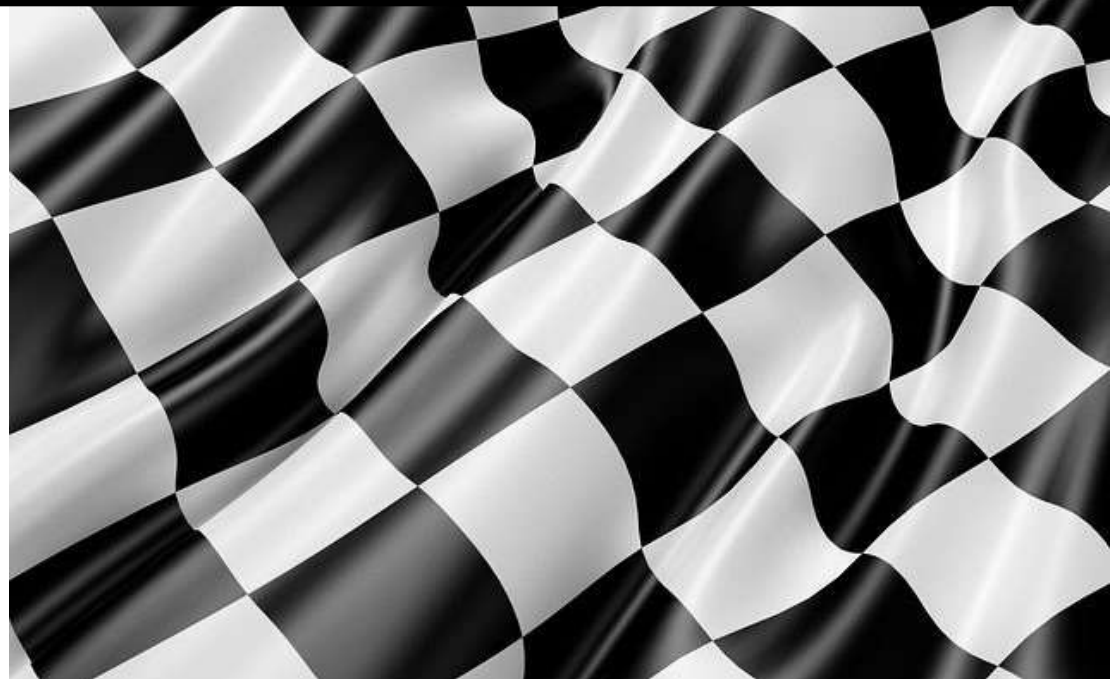




2022

## Club Standing Supplementary Regulations

### WPMC Formula Libre Championship



Version 1

1 January 2022

Ref: 162654/144

## 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. CONTROLLERS
2. ELIGIBILITY OF DRIVERS
3. REGULATIONS
4. VOTING
5. INTRODUCTION TO THE FORMULA LIBRE CLUB CHAMPIONSHIP
6. OBJECTIVE
7. CLUB CHAMPIONSHIP AND TROPHIES
8. ELIGIBILITY OF CARS
9. COMPETITION NUMBERS & SPONSOR DECALS
10. SAFETY REQUIREMENTS
11. CHAMPIONSHIP EVENTS
12. COMPLAINTS AND DISPUTES
13. SOCIAL MEDIA
14. POINTS
15. INDEX OF PERFORMANCE SCORING SYSTEM (IOP)
16. CLASS / CAR REGULATIONS AND TECHNICAL SPECIFICATIONS
17. GENERAL

All race meetings shall be held under the 2022 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.

These regulations will apply for the 2022 calendar year.

## **1. CONTROLLERS**

- 1.1 The Controllers of the Championship are the Western Province Motor Club executive committee, who have delegated control to the WPMC Formula Libre Sub-committee.
- 1.2 In these regulations, any reference to "Committee" shall mean the Formula Libre Sub-committee.
- 1.3 The committee shall consist of a Chairman and at least 3 elected representatives.
- 1.4 Additional class representatives may be elected from the committee or from other members.
- 1.5 Monthly meetings will be held at the discretion of the committee.
- 1.6 The membership fees for the 2022 season will be R275 per member.  
AND  
R175 per car. This will include the inspection of the car, class placement and issuing of class decals.
- 1.7 Any decals issued shall be correctly displayed on the car as required.

## **2. ELIGIBILITY OF DRIVERS**

- 2.1 The Championship is open to holders of a valid MSA competition licence who are also paid up members of the Western Province Motor Club and the Formula Libre sub section.
- 2.2 Invite drivers are welcome to race but will not be eligible for championship or class points.

## **3. REGULATIONS**

- 3.1 All rules need to be ratified by Sportcom each year.
- 3.2 Any amendments within the year are subject to approval by Sportcom.

## **4. VOTING**

Only paid up Formula Libre members, may vote on any issues that are tabled by the committee requiring resolution by means of a voting process. Driver related and on-track issues may only be voted for by current drivers. 'Current' being drivers that have raced in that current year. Competitors can nominate a representative to vote on their behalf should they not be able to attend the meeting.

## **5. INTRODUCTION TO THE FORMULA LIBRE CLUB CHAMPIONSHIP**

The FORMULA LIBRE CLUB CHAMPIONSHIP is a series of race events aimed at attracting participation by owners of all types of single seater, formula type cars.

Previous race experience is not a requirement, but 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.

Any new Novice driver shall carry an acceptable red ribbon not more than 300 mm long on the top of the roll bar of his vehicle to be displayed clearly for all other drivers to see. The committee will review the progress of the driver and shall decide when it is fit to remove the ribbon.

**6. OBJECTIVE**

- 6.1 To declare a Western Province Motor Club Formula Libre Champion along with two runners up.
- 6.2 To declare a Class Champion in each class along with two runners up.

**7. CLUB CHAMPIONSHIP AND TROPHIES**

- 7.1 The Formula Libre Club Champion will be the overall winner from the classes A, B, C, D, S or V based on the overall IOP points accumulated over the duration of the 2022 race season.
- 7.2 Trophies will be awarded for the overall Formula Libre Championship after points have been ratified and finalized at the end of the 2022 season. This will be based on the top three drivers who have accumulated the most points based on the IOP scoring system.

**8. ELIGIBILITY OF CARS**

- 8.1 The Championship will be open to cars complying with the WPMC Formula Libre issued car regulations and technical specifications.
- 8.2 All Single Seater racing cars with open coachwork and complying with necessary safety requirements, and not exceeding the maximum lap time of 1min 36 sec around the Killarney International Race Circuit in dry conditions shall be considered as a legal competitor.
- 8.3 All single seater vehicles shall be scrutinized by the Formula Libre Technical Committee prior to being placed in a class. The eligibility of all cars shall be at the discretion of the Formula Libre Technical Committee.
- 8.4 Scrutinized cars eligible for the 2022 season shall be issued with and WILL display the correctly placed decal issued after inspection. Any car newly constructed or otherwise found not to be structurally suitable by the Technical Committee shall be required to comply with the Formula Libre standards prior to being able to race.
- 8.5 Any car not meeting the technical, safety and/or aesthetic standard judged by any one of the organizers, event scrutineers or Committee may not be allowed to compete.

**9. COMPETITION NUMBERS & SPONSORS DECALS**

- 9.1 Competition numbers shall comply to the following size specification, 40mm thick x 190mm high with numbers being black on a white background. The white background shall measure 290mm wide x 240mm high. A minimum of 3 numbers shall be displayed, one facing forward on the nose of the car (compulsory) and one on either side of the race car. The class must also be displayed with each number.
- 9.2 Series Sponsors decals – The committee may issue competitors with series sponsor decals and association decals, which must be positioned on the car as requested. Failing which a competitor may be excluded from the results the session and/or event.
- 9.3 Allocation of race numbers will be regulated by the committee and a competitor shall retain the allocated number if they remain an active member. An active member would mean a member that is fully paid up and has raced within the last 12 months.

**10. SAFETY REQUIREMENTS**

- 10.1 Fire extinguishers – minimum capacity 1,0 kg hand operated, fitted within reach of the driver strapped in the seat of the car. Alternatively, a remote-controlled extinguisher of 2, 5 kg capacity may be fitted. Evidence must be available that the extinguisher had been purchased or serviced within the preceding 12 months. Fire striker sticks are acceptable as an additional safety measure.

- 10.2 Roll over bars - to be constructed in accordance with the regulation as set out in the FIA Yearbook. A copy thereof is available from MSA.
- 10.3 Safety belts – a full minimum 5-point harness is mandatory, and the expiration date must be clearly indicated by the Manufacturer.
- 10.4 Circuit breaker – an electrical circuit breaker must be fitted in one of the main battery leads, capable of operation either by the driver normally seated in the car with harness secured, or by a person from the outside of the car. The position of the switch shall be indicated on the outside of the body by a recognized spark symbol.
- 10.5 Red Warning Lights - a rear facing warning light, with a surface area of minimum 20 cm<sup>2</sup> be located within 10 cm of the centre line of the vehicle and be clearly visible from the rear. This warning light must be ON when visibility conditions are reduced or when so instructed by the Clerk of the Course.
- 10.6 Fuel Tanks fitted outside the chassis shall comply with FIA Specifications F.T. 3.
- 10.7 Bolt threads must protrude fully through self-locking type nuts. All wheels shall have a minimum of 4 nuts per Wheel unless designed using 1 single centrally located locking nut and shall be checked for proper tightness and safety clip prior to each race.
- 10.8 All bodywork shall be properly secured and in place for every race, and shall be checked after every race for damage and repaired if necessary, at the discretion of the Technical rep.

## **11. CHAMPIONSHIP EVENTS**

- 11.1 The 2022 Motorsport Calendar is available from the WPMC which gives details of all championship event dates. A minimum of 5 race meetings or 60% of race meetings allocated by WPMC, whichever is the lesser shall be raced for a competitor to qualify for overall and class championship status.
- 11.2 The finishing results and finishing order will be the results received by the official timekeepers of the day.
- 11.3 All qualifying races will be held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Standing Regulations, and the Supplementary Regulations issued by the Promoters.
- 11.4 The GCR's together with the SSR's must be read and understood in addition to these regulations and specifications.
- 11.5 There shall be two races for Formula Libre cars at all race meetings except where the organizers have decided to run a single race of longer duration, in which case it will count as two races and points will be doubled.
- 11.6 The start will be a standing start and the race will begin when the RED lights on the pit wall go out.
- 11.7 Starting grids will be determined by actual qualifying times for the 1<sup>st</sup> race and the fastest lap in the first race will determine the starting grid for the 2<sup>nd</sup> race. A competitor who fails to post a qualifying time due to transponder failure, and who has a manually recorded time, may on application to the clerk of the course on the day, request within 10 minutes of the posting of the grid, an amended grid and in such a case the competitor may be placed on the grid per the manually recorded lap time. A competitor who fails to post a time in qualifying due to transponder failure and who does not have a manually recorded time or fails to post a time for any other reason will be placed at the back of their class, at the discretion of the committee. An amended grid will be subject to approval by the Clerk of the Course.
- 11.8 If for whatever reason, the Stewards of the Meeting/COC determine that no timed qualification session is possible, the grid will be determined by each driver's quickest lap time during the last race meeting they entered. If no time is available for competitors, they will be placed at the back of their class or at the discretion of the committee.
- 11.9 Each competitor is responsible for ensuring that his / her time as stated on the qualifying results is correct.

## 12. **COMPLAINTS AND DISPUTES**

- 12.1 The competitor in person must raise any competitor-initiated disputes with the designated Drivers Representative.
- 12.2 It is specifically noted that anything not permitted in the Formula Libre Rules is disallowed and is to be regarded as illegal. Transgressions will result in exclusion regardless of whether any advantages are gained or not.
- 12.3 In the event of a tie in the Index of Performance Points at the end of the season, the competitor with the best Deviation Percentage Aggregate in all the rounds of the Formula Libre Championship races scored shall be declared the Champion. If this does not resolve the tie, then the WPMC Sportcom in consultation with Formula Libre Committee will declare a winner.
- 12.4 In the event of a tie in Classes at the end of the season, the competitor with the greatest number of first places shall be declared the Class Champion. If this does not resolve the tie, then the greater number of second places, failing that the third places and so, on will be used to resolve the tie. If a tie continues, then WPMC Sportcom in consultation with Formula Libre Committee will declare a winner on such basis as it deems fit.

## 13. **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 Formula Libre Championship, WPMC its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Formula, 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 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.

## 14. **POINTS**

Points will be scored in each class and IOP Championship by fully paid up Formula Libre Western Province member and car combinations as follows:

Position	Number of Starters per Class				
	5 (or more)	4	3	2(or less)	
1st	15	12	10	9	
2nd	12	10	8	7	
3rd	10	8	6		
4th	9	7			
5th	8				
6th	7				
7th	6				
8th	5				
9th	4				
10 <sup>th</sup>	3				
11 <sup>th</sup>	2				
12 <sup>th</sup>	1				

## 15. INDEX OF PERFORMANCE SCORING SYSTEM (IOP)

- 15.1 The IOP system is designed to give each competitor an equal opportunity to challenge for the Championship. The system rewards driver skill in the form of consistency as well as vehicle preparation in the form of reliability.
- 15.2 The system works in the following manner. The Total Race Time of each competitor is divided by the Number of Racing Laps completed in that specific race. This gives each competitor an Average Lap Time for the race. The next part of the equation is to identify the competitor's Fastest Lap of the race. The Fastest lap time is then divided by the Average Lap time and the result is the Deviation which is then expressed as a percentage of the Fastest Lap time. The closer the percentage Deviation is to 0.000 the better the performance of the competitor.
- 15.3 The top 12 competitors shall score points as per the scoring table above, on a sliding scale.

EXAMPLE of INDEX OF PERFORMANCE TABLE Car No	No of Racing Laps	Total Race Time	Average Lap Time	Fastest Lap Race 1	% Deviation	RESULTS
4	8.000	10:57.0	01:22.1	01:21.0	1.370	1st- 15 pts
1	8.000	11:34.0	01:26.8	01:25.0	2.017	2nd- 12 pts
61	7.000	10:37.0	01:31.0	01:29.0	2.198	3rd- 10 pts
22	8.000	11:28.0	01:26.0	01:24.0	2.326	4th- 9 pts
16	8.000	11:20.0	01:25.0	01:23.0	2.353	5th- 8 pts
36	8.000	10:35.0	01:19.4	01:17.0	2.986	6th- 7 pts
2	8.000	10:35.0	01:19.4	01:17.0	2.992	7th- 6 pts
3	7.000	10:00.0	01:25.7	01:23.0	3.167	8th- 5 pts
12	8.000	11:29.0	01:26.1	01:23.0	3.628	9 <sup>th</sup> etc

- 15.4 Each competitor that is officially classified i.e. finishes 75% of the race distance will score points in the IOP and class championship. Competitors will not be disadvantaged if they were lapped in the race but must be officially classified to be eligible for points.
- 15.5 Where only one race of longer duration is run, double points will be awarded.

## 16. CLASS/CAR REGULATIONS AND TECHNICAL SPECIFICATIONS

### 16.1 CLASSES A, B, C, D & S

- These classes are open to single seater open- wheeled race cars.
- There will be a minimum weight imposed for any Formula VW competing, which will be 620Kg including driver with all kit at the end of every heat. All Formula VW's need to go over the scale in parc ferme after each heat and qualifying. If found to be underweight the competitor will then be excluded from that specific heat. Should the transgression happen after qualifying then the competitor would start the next heat behind the last car in their class. The same penalties would apply should a competitor leave parc ferme before being given permission to do so by the TC, who shall record the weight.



- c) All new car/driver combinations will be placed in a class by the committee at their discretion after discussion with the driver concerned.
- d) Competitors in these classes will be divided into time-based slots and will score points within the designated classes. The Committee will maintain a register of all competitor/ car combinations which will be published and available on request.  
The Committee reserves the right to re-allocate a car/driver combination at any stage during the season if there is a change in their performance for whatever reason.
- e) Competitors recording a time less than 1 seconds quicker than the break-out times on two separate official timed sessions, i.e. qualifying or race will be promoted to the next class from the next race meeting onwards.
- f) Competitors recording a time of 1 second or more quicker than the class break out time during any timed official timed session will be promoted to the higher class with immediate effect from the beginning of that race meeting going forward.
- g) **Timeslots will be as follow:**
  - Class S** - 1min 14.99 and faster
  - Class A** - 1min 15 to 1min 17.99 (Break out time = 1min 14.99)
  - Class B** - 1min 18 to 1min 20.99 (Break out time = 1min 17.99)
  - Class C** - 1min 21 to 1min 24.99 (Break out time = 1min 20.99)
  - Class D** - 1min 25 and slower
- h) The Committee reserves the right amend class brackets at its own discretion. Its decisions in this regard will be final and binding. Any such amendment must be done and published prior to qualifying of a race meeting and be formally approved by the Club Chairman and one other Committee member.

## 16.2 Class V

- a) This class is reserved for Formula Vee type single seater race cars as per the current National Formula Vee rules as published on the MSA website.
- b) The only deviation to this rule allowed will be that of tyres.
- c) Any tyre that was current or previously used by formula Vee category will be permitted for use in this class.
- d) The class representative and Formula Libre committee will verify eligibility of the car before it can be entered to race in this class.
- e) The objective is to drive as fast as possible to have the lowest overall race time.
- f) Trophies will be awarded to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> positions for the race meeting based on the overall race time over the two heats raced during the event.
- g) Time slots will have no bearing on this class.
- h) Any competitor that wishes to race in this class must nominate themselves in this class before their first race of their season and remain in that class for the remainder of the season. They could however, choose to race in the timeslots bracket classes at the beginning of the following season or at the beginning of any season thereafter.
- i) Should a competitor not nominate to race in class V they would automatically be placed in an appropriate class for their first race meeting as per the time slot rules.

## 17. **GENERAL**

IOP championship points will be carried forward regardless of any class changes, however class points will only be valid in the class that they were accumulated.