

FINE CAR RACING RULES AND ADDENDUM

1. CONTROLLERS

The Controllers shall be the WESTERN PROVINCE MOTOR CLUB (hereafter referred to as WPMC) through the FINE CAR COMMITTEE (the Committee) who has been delegated to administrate and implement any decisions and rules on behalf of WPMC as they apply to Fine Car racing. All are as set out in the constitution of WPMC.

2. AIM

To declare a WPMC Fine Car Champion

3. VALIDITY OF THE REGULATIONS

3.1. Applicable to the calendar year of 2018.

3.2 All qualifying races shall be held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport SA (MSA), these Standing Regulations and the Supplementary Regulations issued by the promoters.

4. ELIGIBILITY OF DRIVERS

4.1. Drivers must be in possession of a valid competition license.

4.2. The series will only be open to members of the WPMC

4.3 Drivers must not be younger than 16 years of age on January 1 of the year of entry.

5. VEHICLE REGISTRATION AND ELIGIBILITY

Before any vehicle of any type is allowed to race in the WESTERN PROVINCE MOTOR CLUB Fine Car Championship, the vehicle must be registered with and approved by the Committee. Vehicles other than those in 6 (below) may only be permitted to race by invitation, on approval by the Committee.

All cars must have an up to date Vehicle Technical Document (available from the Committee) completed by the vehicle owner and available at all times.

6. SPECIFICATIONS GOVERNING CARS COMPETING IN THE SERIES

Fine Cars shall be road legal Production Saloon and Production Sports and GT cars, introduced before the 31st December 1989 and must be out of production for more than 10 years.

These rules regarding vehicle classification and compliance must be read with this precedent foremost. It is understood that these rules may be interpreted by the Committee to the benefit or detriment of any vehicle or participant. Notwithstanding this it is understood that all drivers participating in Fine Car Racing are doing so for their personal enjoyment and because **they are committed to the "spirit" of Fine Car Racing**. All improvements and modifications to the vehicles are to be done in accordance with the Fine Car Racing Rules contained herein. Only period type modifications will be permitted unless otherwise stated. Any modification must be proven to be in this period as stated. The responsibility to prove eligibility is that of the entrant at all times.

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7. BREAKOUT RULE

- 7.1 Within this "spirit" of Fine Car Racing, there will be a capping of **1m 30,0 sec**, **1m 33,0 sec** and only one break-out of LESS than 0,50 sec at any official qualifying, race 1 or race 2 of a Fine Car Championship meeting will be allowed.
- 7.2 After the second break-out of LESS than 0,50 sec at any official qualifying, race 1 or race 2, the Car and Driver combination will be suspended from participating in the subsequent two Fine Car Championship meetings
- 7.3 On returning, if the Car and Driver combination again laps LESS than 0,50 sec quicker than 1m 30,0 sec at any official qualifying, race 1 or race 2 of a Fine Car Championship meeting, then that Car and Driver combination will be suspended from participating in the subsequent two Fine Car Championship meetings.

This rule will apply at all subsequent break-outs of LESS than 0,50 sec

- 7.4 Any Car and Driver combination breaking out with a time of MORE than 0,50 sec quicker than 1m 30,0 sec at any official qualifying, race 1 or race 2, then that Car and Driver combination will be suspended from participating for the subsequent three Fine Car Championship meetings and will automatically be disqualified from competing again in Fine Cars.

Note: If a member, for example, breaks out in 4 of the 8 rounds/laps of say race 1, it is classified as one break-out. The member can, however, still continue to compete in race 2 and also still receive his/her points for that Fine Car Championship meeting.

8. EXTERIOR AND INTERIOR OF CAR

8.1 Bodywork and general presentation:

- 8.1.1 The exterior bodywork must remain exactly as produced by the vehicle manufacturer for the model in the period. Plan and profile will remain.
- 8.1.2 No holes may be cut into the front and rear valances or the front grill and valances may not be removed.
- 8.1.3 No additional spoilers, air ducts, scoops or blisters are permitted on the bodywork **without prior approval by the Fine Car Committee.**
- 8.1.4 The material used on all sections of the body must be the same as that used in original manufacture.
- 8.1.5 The car must retain bumpers, trims, lights and all decorative fittings as that were used in original manufacture, except for special circumstances **at the discretion of the Committee with prior approval by the Fine Car Committee.**

8.2 Interior & Glasswork:

- 8.2.1 The vehicle interior must be as per the original model including seats, door panels, roof lining and floor covering. Modifications are permitted to accommodate roll bars and roll cages.

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- 8.2.2 The front seats may be exchanged for racing seats.
- 8.2.3 The steering wheel may be changed.
- 8.2.3 The original dash must remain but the gauges may be replaced provided that they fit the original aperture in the housing. Any additional gauges must be fitted within the spirit of originality
- 8.2.5 Additional instrumentation may be fitted, but NO timing devices may be used.
- 8.2.6 No glass shall be substituted** with any other material, except for special circumstances at the discretion of the Committee i.e. the same thickness of the glass, no pop-riveted windows etc.

9. Wheels and Tyres:

- 9.1 Any wheel may be used, as long as the rim and tyre fit within the confines of the body as set out in Item 8.1.1 above and are aesthetically acceptable to the controllers.
- 9.2 Tyre widths and profiles are free as long as they do not protrude beyond the bodywork.
- 9.3 Only Department of Transport (DOT) approved tyres for road use may be used. Full slicks, cut slicks and imported wet-wet tyres are prohibited.

10. TECHNICAL RULES

10.1 Engine:

- 10.1.1 Engine Block: The original standard production engine block for the model must be used and the engine must be located in its original position.
- 10.1.2 Cylinder Head: The original standard production cylinder head(s) for the model must be used. The number of valves must remain the same as the original head for the model/type
- 10.1.3 Crankshaft: Free.
- 10.1.4 Camshafts, camshaft bearings and drive systems: Free, provided that they remain in their original positions and remain the sole means of operating the valves.
- 10.1.5 Induction: Only the original type of induction must be used. Air filters, carburettors and inlet manifolds are free.
- 10.1.6 Inlet and Exhaust Manifolds: Free
- 10.1.7 Forced Induction: Is prohibited unless fitted in production. Boost pressure may not be adjustable inside the cabin
- 10.1.8 Exhaust System: Free, but shall be routed under the car and be silenced subject to MSA requirements as regards decibel levels.
- 10.1.9 The distributor may be fitted with an after-market spark triggering device but the distributor must remain in its original position and must maintain its original function. Any additional non-period system that processes information acquired from the ambient conditions and/or the engine is not permitted. The distributor must be the only means of determining ignition

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advance and retard and must continue to distribute the high-tension spark. The firing order must not be changed. The remainder of the ignition system is free

10.1.10 Radiators: Free, but must remain in their original location.

10.1.11 Oil coolers and additional water radiators: Are permitted provided they are located within the periphery of the bodywork and do not change the profile of the car.

10.1.12 It is permissible to remove metal from the cylinder blocks and heads

10.1.13 All drain plugs, including gearbox and differential must be wire locked to prevent oil spillage. Oil filters are to be clamped in such a way as to prevent unscrewing.

10.1.14 All open breathers from engines, gearboxes and differentials must feed to a collector of some sort.

10.2 Transmission

10.2.1 Original gearboxes are to be used, however dispensation may be allowed to run a non-original gearbox subject to it not having more than one extra ratio and being of a similar type

10.2.2 Any rear axle 'differential' may be used as long as it fits within the confines of the original body work as defined above. Different types of rear axle, may not be substituted, i.e. Independent Suspension when original was beam axle

10.2.3 Mechanical limited-slip or torques-biasing differentials may not be used unless they were a standard production component for the model/type.

10.2.4 Sequential gearboxes and/or traction devices are prohibited

10.3 Brakes

10.3.1 In the interests of safety braking system modifications are allowed.

10.3.2 Brake friction material is free

10.4 Suspension:

10.4.1 The original suspension type for the model must remain unaltered

10.4.2 The make and type of shock absorber is free.

10.4.3 Suspensions may be modified with respect to ride height, camber and castor but mountings must remain as per manufacturer's specification. Additional mounting points for the adding of anti-roll bars, track rods and radius arms may be fitted. Shock absorbers make and types are free. Coil springs may not be substituted for leaf springs and vice versa and one type may not be used to supplement another type.

11. Safety

11.1 It is recommended that Fine Cars be fitted with a roll cage to MSA specification; however a minimum requirement is a three-point roll bar inside the car.

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- 11.2 The type of seat belts used are not restricted except for inertia reel systems, which are not allowed, however it is recommended that a full 5 point 75mm harness be used. Exemption shall be applied for to MSA for seat belts that do not comply with above as per MSA circular 2/2006.
- 11.3 All loose items in the vehicle such as mats etc. must be removed prior to qualifying and racing.
- 11.4 TOW stickers will be placed on the front and rear of the car to indicate towing points.
- 11.5 **White Line Rule** – Shall be applicable on lap one at turn one for all races. At the start of a race, cars may not transgress the painted solid white line on the approach to turn one. This line will follow an imaginary line from the end of the white line, through the middle of the corner extending to the exit of the corner. On arriving at the start of the white line, cars on the left of the line must remain on the left and cars on the right must remain on the right, and these positions are to be held until the exit of the corner is reached. Failure to comply will result in a **30sec penalty** on every occurrence.

12. COMPETITION NUMBERS

- 12.1 Fine cars shall carry the number on the windscreen, bonnet and sides of the car. The numbers shall be with the sponsors advertising and be at least 200mm numbers.
- 12.2 The WPMC Fine Car Committee on behalf of the Controllers shall do the allocation of numbers
- 12.3 The current first three finishers in Fine Cars may run numbers 1, 2 & 3 for the year respectively and will have the right to retain their competition numbers during their reign.
- 12.4 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.

13. SERIES EVENTS

- 13.1 All Fine Car Races held within the region controlled by the WPMC during 2018 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 18 kilometers.
- 13.2 A minimum of 6 race meetings, excluding the February and December invitation the first and last race meetings, will count for the Club Championship.

14. POINTS SCORING

- 14.1 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.
- 14.2 In order to qualify for series status at each race meeting, there must be a **minimum** of **12** eligible starters across the start line in at least one of the races on race day.
- 14.3 In order to be classified as a finisher, a car must have completed not less than 75% of the distance of the race under its own power, i.e. 6 out of 8 laps.
- 14.4 To declare a WPMC Fine Car Champion.
- 14.5 Points will be awarded on the basis of an **Index System** for **each heat** as follows:

1st - Points earned equal to the number of entries

2nd - Points earned equal to the number of entries minus 1

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3rd - Points earned equal to the number of entries minus 2

4th - Points earned equal to the number of entries minus 3

through to nth Points earned equal to the number of entries minus (n-1)

- 14.6 The competitor with the **highest % based on the Index System** for **both races** in a day will be declared the winner for the day, and the placings determined in the same manner. **Trophies will be awarded to the highest Index of Performance % on average for the day's races and not on the basis of points awarded.**

15. DECLARATION OF CHAMPIONS

The WPMC at its sole discretion is responsible for declaring a champion or to withhold such declaration.

16. 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 series 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.

17. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available at the WPMC office at Killarney or a committee member on the second Monday following the event, and any objection concerning same must be received by that office or member in writing, not later than the Wednesday noon following the Monday on which the scoring became available.

18. STARTING GRID

- 18.1 There will be qualifying on race day.
- 18.2 The grid will be as per qualifying on race day.
- 18.3 The starting positions for the second heat will be determined from the results of the first heat.
- 18.4 Non-finishers will start from the back of the grid.
- 18.5 All starts will be standing/rolling starts.

19. WPMC FINECAR GENERAL RULE

- 19.1 **Advertising material**, as deemed necessary by the committee in terms of promotion of a sponsor, **shall be displayed on each competitor's car.**
- 19.2 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.
- 19.3 Only fuels as specified in GCR 240 may be used or commercial pump fuel.
- 19.4 WPMC Fine Car members must undertake to race within the spirit of the regulations and the committee will be the final judge of that fact. **Should a driver fail to race within the "spirit" of these rules their entry may be refused for future race meetings.**
- 19.5 **All race cars must be built and prepared with in the spirit of Fine Car Racing.** This "*spirit*" shall be interpreted to mean that when a competitor considers that a rule can be construed, interpreted, taken

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to mean or inferred to have more than one application they are to seek clarification from the Committee as to how the rule is to be applied – particularly if any competitor is building or modifying a race car in any way.

20. COMMITTEE CORRESPONDENCE, ENDORSEMENTS, APPROVALS & 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.

21. REGULATION CHANGE

- 21.1 The Committee reserves the right to amend the regulations once only during the year i.e. after the fourth (4) race and not later than the eighth (8) race. (Latest Sept of each year)
- 21.2 All rule changes proposed by the Committee must be approved by a quorum of at least two thirds (66%) of the current Fine Car competitors. 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 scored points during the current year. Should a quorum not be present, voting will proceed and the results will be submitted to Sportscom for approval.
- 21.3 Notice of seven (7) days must be given for any rule changes.
- 21.4 The period for REGULATION CHANGES is from April to September of each year, for the following year.

ADDENDUM TO FINE CAR RACING RULES

Supplementary guidelines to be read in conjunction with the existing Fine Car Racing Rules.. The Committee has decided, as "clarity to the existing Rules" (and NOT a rule change) to add this Addendum to the Fine Car Racing Rules.

The following allowances are listed in accordance with the numbering system as found in the Fine Car Racing Rules

8.1 Bodywork and general presentation:

Allowance - Cars whose wheel-arches had been previously modified (prior to 2015 and by no more than 50mm per side) would be allowed to continue in the class, but no wheel-arch modifications would be allowed with any new competitor.

Allowance - Older model classic cars with removable bumpers, which actually enhance the look of the cars in doing so (such as Minis, Alfas, Mk 1, 2 and 3 Escorts, Mk 1 and 2 Cortinas and Anglias) will be allowed without bumpers. However, later model cars with bumpers that form an integral part of the bodywork (such as an Opel Kadet T Car) will not be allowed without bumpers.

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10.1 Engines:

Allowance - The following vehicles, having being identified by the Committee, may replace their engines but only as stated hereunder:

- a. Renault R8/R10 with a Renault T16 engine.
- b. Ford Anglia with a Ford Crossflow engine.
- c. Opel Manta with a 2.5 litre Opel/Chev engine.

8.2 Interior & Glasswork:

Allowance - Present vehicles fitted with Perspex or similar material windows would be allowed to continue as is. It is expected that all new competitors would adhere to the present rules that state that glass may not be removed or replaced. Due to the exorbitant costs of the rear window glass for the Porsche 924 and 944 models, such glass may be replaced with Perspex (*if the breakage occurred whilst racing*).

Allowance - As stated in rule 8.2.1, the interior should be as close to the original as possible, including roof-linings, back seats, mats, carpets, etc.

It is expected that all new driver-vehicle combinations would familiarise themselves with the rules beforehand, so that they do not transgress the present rules. Please pay special attention to Rule 19.5, to obtain clarity regarding the rules.