



# CAPE HELL DRIVERS MOTOR CLUB

## KAAPSE JAAGDUIWELS MOTORKLUB

### REGULATIONS AND SPECIFICATIONS FOR THE 2018 - 2019 SEASON CHD OVAL TAR CLUB CHAMPIONSHIP

#### WC Circular 52 / 2018

These Regulations are to be read in conjunction with the General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), the MSA Oval Tar Regulations and any APPLICABLE Circulars issued by Motorsport South Africa.

**1. CONTROLLERS**

Will be the Cape Hell Drivers Motor Club (herein referred to as CHD) Committee.

**2. AMENDMENTS**

**ANY** proposed / desired changes to these Championship Regulations **must** be submitted to the Controllers for consideration at their next Committee Meeting.

The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations. Technical changes to these Regulations **shall** be issued to competitors at least SEVEN (7) days prior to the next event being held.

**3. AIM OF THE CHAMPIONSHIP**

**To declare a CHD Oval Tar Club Champion in each of the following Classes:**

1660  
2.1 Modified Saloons  
Stock Rods  
Pink Rods  
Heavy Metals  
Super Saloons  
Mini  
Midgets

**4. REGULATIONS**

All race meetings shall be held under the General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Standing Rules, the MSA Oval Tar Regulations and the Supplementary Regulations issued by the Promoters / Organisers.





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### **5. ELIGIBILITY OF DRIVERS**

- 5.1 The Championships shall be open to all drivers resident within the Western Cape and who are members of CHD.
- 5.2 For all classes (except the Mini Class) drivers must not be younger than 16 years of age.
- 5.3 For the Mini Class, drivers must not be younger than 10 years old and may not be older than 18 years old (without a legal driving licence) when joining the class. A competitor may remain in this class for the remainder of the season in which he / she turns 18.

### **6. ELIGIBILITY OF CARS**

Refer to the following:

- Appendix A for 1660 class
- Appendix B for 2.1 Modified Saloon class
- Appendix C for Stock Rod / Pink Rod class
- Appendix D for Heavy Metal class
- Appendix E for Super Saloon class
- Appendix F for Mini class
- Appendix G for Midgets

### **7. TYRES**

Refer to the following:

- Appendix A for 1660 class
- Appendix B for 2.1 Modified Saloon class
- Appendix C for Stock Rod / Pink Rod class
- Appendix D for Heavy Metal class
- Appendix E for Super Saloon class
- Appendix F for Mini class
- Appendix G for Midgets

### **8. MINIMUM NUMBER OF STARTERS**

- 8.1 In order for all classes (except the Mini Class) to qualify for Club Championship status at each round, there must be a minimum of six (6) eligible starters during any race of that event.
- 8.2 In order for the Mini Class to qualify for Club Championship status at each round, there must be a minimum of five (5) eligible starters during any race of that event.
- 8.3 To be classified as a STARTER, a competitor has to cross the start line and start the race under the car's own power.





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### 9. RACE DISTANCE

Qualifying races shall be run over the following distances for all classes:  
Minimum of 6 laps – maximum of 20 laps.

### 10. STARTING PROCEDURES

Starting procedures as per MSA Tar Oval Regulations or as per the SR's for each event.

### 11. GRIDS AND STARTING POSITIONS

As specified in the SR's for the event.

### 12. POINT SCORING

The following point scoring system will apply to all classes at Club events scoring towards the CHD Tar Oval Club Championship:

1 <sup>st</sup>	-	15 points	8 <sup>th</sup>	-	7 points
2 <sup>nd</sup>	-	14 points	9 <sup>th</sup>	-	6 points
3 <sup>rd</sup>	-	13 points	10 <sup>th</sup>	-	5 points
4 <sup>th</sup>	-	12 points	11 <sup>th</sup>	-	4 points
5 <sup>th</sup>	-	10 points	12 <sup>th</sup>	-	3 points
6 <sup>th</sup>	-	9 points	13 <sup>th</sup>	-	2 points
7 <sup>th</sup>	-	8 points	14 <sup>th</sup> onwards	-	1 point

- Drivers competing in more than one class will score individually in each class and points gained in one class will not be combined with points scored in any other class.
- Competing drivers who are ineligible for the Championship will be ignored for the purpose of scoring in the Championship. The onus rests on the Organisers to indicate which competitors should not be scored, should this clause apply.
- Should amalgamation of classes take place, competitors so grouped shall remain eligible to receive the points they would have been awarded had they competed in their appropriate classes.

### 13. CHAMPIONSHIP RACE MEETINGS

All CHD races held at Killarney and listed as qualifying races in the SR's will count towards the Championship, each event will generally consist of 3 races and a final.





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**14. NUMBER OF EVENTS SCORING TOWARDS CHAMPIONSHIP**

All qualifying events will score towards the Championship. Should a minimum of six (6) events with the required minimum number of starters take place, the Championship may still be declared.

**15. ANNOUNCEMENT OF POINTS AWARDED**

Scoring for each event will be available from the CHD Secretary no later than seven (7) working days following the event. Any objections concerning the scoring must be received by the Secretary in writing not later than 7 days following the publication of the scoring. The Controllers reserve the right to correct clerical errors at any time.

**16. SEPARATION OF TIES OVERALL**

Refer GCR229.

**17. DECLARATION OF CHAMPIONS**

The CHD Committee, at its sole discretion, is responsible for declaring the winners of each Championship class, or to withhold such declaration.

**18. COMPETITION NUMBERS**

Shall be allocated by the Controllers. Competition Numbers must be displayed in accordance with MSA GCR's, SSR's and applicable Bulletins issued by MSA, in ALL regards.

**19. DYNO PROCEDURE**

- 19.1 All cars to be tested in 4<sup>th</sup> gear.
- 19.2 Doors of Dyno to remain open with safety chain in position to avoid crowding at the door.
- 19.3 Dyno runs can be done at any time during or after the last race of the event.
- 19.4 The only Dyno to be used for dyno tests is the Bosch Dyno at Fuelled at the Killarney International Racetrack.
- 19.5 Only the competitor (and parent in the case of a minor) as well as the authorized officials are allowed in the dyno room while testing is taking place.

**20. PUMP FUEL**

Pump fuel will be defined as fuel with a maximum octane rating of 95.





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### **21. PENALTY FOR BREACH OF TECHNICAL CLUB RULES**

Should a driver be found in breach of a technical regulation(s) after post event scrutineering or technical checks, the following penalties will apply:

- 21.1 First offence - Competitor to lose all points scored in the club championship to date.
- 21.2 Second offence - Competitor to lose all points scored in the club championship to date as well as a R1500.00 fine which must be paid in full to MSA before the competitor will be allowed to compete again.
- 21.3 Third offence - Referred to CHD Club Committee for disciplinary action.



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### **APPENDIX D - HEAVY METAL CLASS**

The general rule of what is not specifically allowed is not permitted applies.  
Please refer to points 1 – 21 of this Circular.  
Race direction will be clockwise.

#### **D 1. ELIGIBILITY OF VEHICLE AND BODIES**

- 1.1 Any car or LDV (bakkie) that came out with a 6 cylinder engine will be permitted. Left hand drive vehicles will not be permitted.
- 1.2 The make of the engine and the make of the car must be the same.
- 1.3 Only original road going vehicles will be allowed. Only front fenders, bonnets, boot lids, bumpers and doors may be replaced with fibre glass panels.

#### **D 2. SAFETY**

- 2.1 Non-contact racing class.
- 2.2 All vehicles must comply with the Technical & Construction Regulations.
- 2.3 Sump, gearbox and diff plugs are to be wired and all vehicles must have a drip tray fitted underneath the engine.
- 2.4 Wheel / body protectors may be fitted. Only a single pipe (38 x 2mm) or steel plate (max 2mm) on sill height will be allowed with a maximum of 3 mounting points. The wheel / body protectors may not protrude the wheels.
- 2.5 Cars not complying with safety regulations will not be allowed to race, no exceptions.

#### **D 3. BRAKES**

- 3.1 Only factory fitted brake systems will be permitted. No aftermarket master cylinder allowed.
- 3.2 A brake bias / tap may be fitted to the brake lines going to the rear wheels.
- 3.3 No ABS is allowed.



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### **D 4. CAR CONSTRUCTION**

- 4.1 Front and rear wheel drive cars are permitted.
- 4.2 Front wheel drive cars may not be converted to rear wheel drive cars or vice versa.
- 4.3 No 4x4 or all-wheel drive cars are allowed.
- 4.4 All four wheels of the vehicle must fit within the body of the vehicle, which in turn must comply with the general dimensions of the vehicle.
- 4.5 Firewall may not be altered.
- 4.6 Radiators must be in its original position.

### **D 5. WEIGHTS**

Weight of the car including the driver shall be a minimum of 1100kg weighed pre, during and post event with no tolerance permitted.

### **D 6. ENGINE**

- 6.1 Any 6 cylinder engine will permitted.
- 6.2 A maximum engine output of 150kW on the flywheel is allowed on all engines and can be tested at any time. (Refer to the Dyno procedure in point 19 of this circular)
- 6.3 Only a standard after-market management system may be used on all engines. Engine management may only be able to load one map. (Dictator, Spitronics and Gotech management systems)
- 6.4 100% full throttle operation.

### **D 7. EXHAUSTS**

Branches are allowed on all engines.

### **D 8. FUEL, FUEL MANAGEMENT AND CARBURETION**

Racing and pump fuel allowed, no Methanol or Ethanol is allowed.

### **D 9. SUSPENSION**

- 9.1 Shocks can be interchanged as long as it is a shock that was originally fitted to a commercially sold vehicle. The original mounting points on shock, body and suspension to stay standard. (Max Trax shocks are the only exception to this rule).
- 9.2 Suspension components may not be interchanged i.e. 3 series BMW parts may not be fitted to a 5 series BMW, etc.
- 9.3 Only front adjustable coil overs are allowed.
- 9.4 The wheelbase of the vehicle may not vary more than 30mm from left to right.
- 9.5 Suspension may be altered but only to the left front wheel (top to bottom, but not both), but may not be adjustable





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### D 10. TRANSMISSION

- 10.1 Only standard gearboxes may be used.
- 10.2 Differentials may be locked but no limited slip differentials or locker differentials are allowed.
- 10.3 Diff ratios are free.

### D 11. WHEELS AND TYRES

- 11.1 Dunlop 7000\*, and 7000D, Dunlop FM800 and Mirage MR182 are allowed.
- 11.2 Only one tyre profile allowed on a vehicle.
- 11.3 Tyres to a maximum of 15" x 205 are allowed. Rims, refer to CR4.3 (may not be wider than the contact surface of the tyre).
- 11.4 All tyres must be presented and marked at scrutineering.
- 11.5 Each competitor is limited to 8 tyres per championship season.

### D 12. WINGS

- 12.1 No wings are permitted.
- 12.2 No boot spoilers are permitted.
- 12.3 No "NASCAR" lid type, boot spoiler or a wing are allowed.

### D 13. PENALTIES

- 13.1 The dyno can be run at any given time irrespective of weather conditions.
- 13.2 On 1<sup>st</sup> offence - loss of total points accrued to date.
- 13.3 On 2<sup>nd</sup> offence - loss of total points accrued to date and a R1500 fine must be paid to MSA. The driver will not be allowed to take part in any oval track racing under an "A" number at CHD or any club until the fine has been paid. The driver will not be allowed to change clubs while the fine is outstanding.
- 13.4 On 3<sup>rd</sup> offence - penalty to be decided by the Controllers.





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