



# 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 G - 16V MIDGET CLASS

The general rule of what is not specifically allowed is not permitted applies.  
Please also refer to points 1 to 21 of this Circular.

#### **G 1. GENERAL SAFETY**

- 1.1 Non-contact racing class: no deliberate contact, bumping or shunting will be permitted.
- 1.2 Ensure that all joints in construction of the car and rollcage are welded properly.
- 1.3 Sump, gearbox and differential plugs are to be wired securely.
- 1.4 Fitment of coil spring retainers, preventing the spring from falling free or getting dislodged, is mandatory.
- 1.5 The retainer shall be constructed of a minimum of 2mm steel cable.
- 1.6 Minimum weight of the car (excluding driver) is 550kg.

#### **G 2. BRAKES**

- 2.1 **NO** ABS brakes or any other electronic driving aids are permitted.
- 2.2 Braking mechanism on at least three wheels is mandatory.

#### **G 3. CAR CONSTRUCTION**

- 3.1 Roll Cage:
  - 3.1.1 There will be a minimum clearance of 50mm between the driver's helmet and any part of the roll cage.
  - 3.1.2 Pipe of minimum 30mm in diameter with a wall thickness of 2mm to be used for construction of the roll cage.
  - 3.1.3 The roll cage must enclose the driver with a minimum of 4 down pipes and 2 cross braces.
  - 3.1.4 The chassis to be constructed of a minimum of 30mm tubular metal with a minimum wall thickness of 2mm.
  - 3.1.5 The use of chrome molly tubing is not permitted.
  - 3.1.6 It is optional for the cross bar (X) to be inserted above the driver's head.
- 3.2 Nerf Bars:
  - 3.2.1 Must be fitted to both sides of the vehicle, bar size minimum of 30mm x 2mm.





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- 3.2.2 Must be bolted on as per diagram using minimum 6mm and maximum 8mm bolts.
- 3.2.3 Must be designed to protect the full width of the rear tyre of the vehicle.
- 3.2.4 May not protrude more than 50mm beyond the rear wheel of the vehicle.
  
- 3.3 Front Bumpers:
  - 3.3.1 Compulsory and must be constructed of pipe with a maximum measurement of 30mm x 2mm.
  - 3.3.2 May not protrude beyond the width of the chassis at the front, neither may they protrude more than 150mm beyond a line drawn immediately in front of the 2 front tyres – a tolerance of 50mm shall be allowed.
  - 3.3.3 Alloy bumpers and sissy bars allowed 38x3.
  
- 3.4 Rear Bumpers / Push Bars:
  - 3.4.1 Maximum diameter of 30mm x 2mm is mandatory.
  - 3.4.2 The mid bumper or push bar height shall be between 250mm and 400mm above the ground.
  - 3.4.3 To be designed that they do not protrude more than 100mm from the nearest body component.
  - 3.4.4 Mounting points may not exceed the width of the chassis at the rear.
  - 3.4.5 The rear vertical element of the bumper shall mount to a solid point on the vehicle or the other vertical elements.
  - 3.4.6 The nose cone and tailpiece to be constructed to all safety measures.
  
- G 4. EXHAUSTS**
  - 4.1 All piping to be secured with saddles, preventing exhaust pipes from coming loose in the event of breaking off.
  - 4.2 Exhaust tail pipes shall only pass through the back of the vehicle.
  - 4.3 Maximum decibels of 108.
  
- G 5. FUEL, FUEL MANAGEMENT AND CARBURETION**
  - 5.1 Fuel enhancements free.
  - 5.2 8 Valves – methanol permitted only if the Midget is committed to the 16V class and races full time in the class.
  - 5.3 16 Valve – only pump fuel permitted.
  
- G 6. STEERING AND SUSPENSION**
  - 6.1 Only solid axles permitted.





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- 6.2 Independent suspensions are prohibited.
- 6.3 Front axle shall be a solid axle type, no wishbone system shall be permitted.
- 6.4 Steering mechanism shall be free, with the exception of motorbike handle bars that are not permitted.
- 6.5 Spring adjustments are permitted.
- 6.6 Only freely available, over the counter shock absorbers, i.e. Armstrong, Monroe and Gabriel shall be permitted. It follows that no competition shocks will be allowed, only standard shocks.
- 6.7 Gas shocks permitted within this range.

### **G 7. TRANSMISSION**

- 7.1 Only live axle differentials are permitted.
- 7.2 Gearboxes are open.
- 7.3 Torque tube not permitted.
- 7.4 No quick change differential permitted.
- 7.5 Torque arm permitted.
- 7.6 No clutches permitted.

### **G 8. WHEELS AND TYRES**

- 8.1 Tyre size maximum 15" width 205mm – inscription must read 205mm.
- 8.2 American Racers 225 x 10" x 13" only allowed for the front.
- 8.3 Normal road tyres allowed.
- 8.4 Tyres must be freely available from any tyre dealer.
- 8.5 Tyres may not bear the inscription of "not for highway use".
- 8.6 Under NO circumstances may any names or sizes be buffed off from the tyre walls.
- 8.7 All tyres have to be presented at scrutineering.

### **G 9. WINGS**

- 9.1 May not be wider than the tyre width and / or maximum 1300mm x 1300mm
- 9.2 End plates, maximum size 750mm x 1.7m
- 9.3 In other words, wings are not permitted to be wider than the rear track of the vehicle measuring from the left to the right rear tyres, no overhang will be permitted.
- 9.4 All wings to be mounted with a minimum of 10mm bolts.
- 9.5 Nose wing shall not exceed 610mm x 610mm
- 9.6 Nose wing end plates shall be a maximum of 610mm x 300mm (height).

