



# 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 C - STOCK ROD & PINK ROD 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.

#### INTRODUCTION

The Stock Rod and Pink Rod (ladies only) are entry level classes for standard sedans or coupe, 2 or 4 door body cars and LDVs which appeared with a 1600 engine or less. Front or rear wheel drive vehicles are permitted. All parts fitted to the car shall be used without any alterations and modifications i.e. as they come from a road going vehicle. Cars to be used must be in standard form using 8 valve piston engines and gearboxes from the same manufacturer.

The main objective of these classes is to promote Oval racing in the most cost efficient way by means of using stock standard saloon cars with minimum alterations.

CHD is aware that many of the vehicles in these classes are of an age where it is not always possible to find spares within the regulations. In such instances competitors must submit a Written Application of Dispensation (WAP) to CHD. CHD will review this request and will provide approval in writing should the dispensation be approved. Each instance will be judged on merit.

The onus is on the Competitor to place this Dispensation approval in his license book and to present it when questioned. CHD reserves the sole right to make these decisions and Competitors who do not present a written Letter of Dispensation will be competing in a car that contravenes regulations.

#### C 1. CAR CONSTRUCTION

- 1.1 Only road going vehicles are permitted.
- 1.2 Space frame and semi space frame vehicles are not permitted.
- 1.3 Chassis and sub frame must exist in its entirety.
- 1.4 Repaired chassis may only be done with materials not exceeding 1 mm thickness.
- 1.5 Silhouette's to remain unaltered.
- 1.6 Wheelbase to remain standard. No wheel spacers are permitted.
- 1.7 Sunroof openings to be closed.
- 1.8 Bonnets may not be cut to accommodate air cleaners.
- 1.9 Firewall may be cut to accommodate the carburetor and exhaust system only.
- 1.10 Front grill plate may be reinforced by plating no thicker than 1 mm. A tubular brace, not exceeding 38x2mm, may run from the forward face of the strut tower towards a point behind the front grill plate, then pass between the upper section of the radiator and this grill plate before returning to the remaining strut tower. It may be attached to the grill





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plate by means of welding or with purpose-built brackets. This pipe MAY NOT be placed in front of this grill plate.

- 1.11 All interior trim must be removed.
- 1.12 Inner door panels may be removed.
- 1.13 Rear of car may be closed with plating to create separate compartment for the fuel tank.
- 1.14 Use of fiberglass panels for doors, fenders, bonnet and boot is permitted.
- 1.15 Wheel arch spats are permitted. These spats may not protrude more than 50 mm beyond the outside of the existing manufacturers wheel arch flares and may only be manufactured from fiberglass and must have rounded edges and ends.
- 1.16 Skirts are permitted. Skirts may not protrude beyond the width of the widest point of the wheel spat and must be made of at the front and rear by joining into the spat or being tapered towards the original skirt gradually without creating a dangerous point. Material may not exceed 2mm thick. Round tubular skirts are permitted provided they do not exceed a width of the spat, are made from a material not exceeding 38x2mm and are rounded off towards the body at the back and front of the structure and are supported at only two points.
- 1.17 Fiberglass body repairs are permitted.
- 1.18 Top of wheels may not protrude beyond the spats when viewed from above.
- 1.19 Only ORIGINAL bumpers and original bumper stiffeners are permitted. Bumpers may be removed.
- 1.20 Engines must be mounted in original position.
- 1.21 Fuel tanks must be covered if they are not placed behind the “boot plate”.
- 1.22 Fuel tank protector bar – refer to CR33.6
- 1.23 Boot lid must remain fitted.

### **C 2. ROLL CAGE AND FRAME**

- 2.1 Roll cage refer to Technical and Construction Regulations.
- 2.2 Full roll cage to be fitted, may support rear of front strut tower, but not further than rear strut tower.
- 2.3 Strut braces are permitted between lower control arms and between strut towers.

### **C 3. BRAKES**

- 3.1 Brakes must remain standard.
- 3.2 No modified pedal boxes are permitted.
- 3.3 No ABS brakes are permitted.
- 3.4 No rear disk brake to be fitted unless they were standard for that model.
- 3.5 Cars with brake drums in front may be changed with a later model disc brake of the same manufacturer.





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### C 4. DIMENSION AND WEIGHTS

- 4.1 Weight of the car including the driver shall be a minimum of 800kg weight pre, during or post event with no tolerance permitted.
- 4.2 All dimensions and specifications must be according to the manufacturer's specifications as recorded by the Auto Data Digest unless there is proof of an error in the Auto Data Digest.

### C 5. ENGINE

- 5.1 Engines may not exceed 1660 cc after reboring to maximum manufacturer specification.
- 5.2 The engine make must match the vehicle type i.e. Nissan engine in a Nissan body.
- 5.3 Bore and Stroke must resemble original Manufacturers spec with max 060' allowed in bore size discrepancy.
- 5.4 Flywheels from other models of the same Manufacturer may be utilized.
- 5.5 Cylinder heads may only be used in combination with the block as per original Manufacturers spec. Pistons in 1400/1500 cc Nissan engines may be changed provided the replacement piston is from a road going vehicle, does not exceed 060' of original Nissan engine Manufacturers specification and remains standard apart from being balanced.
- 5.6 Electronic ignitions are permitted and restricted to TP100, 500 and 900 modules as aftermarket systems.
- 5.7 Ignition must not be programmable.
- 5.8 Carburetion can be altered to a maximum of 38 DCD Weber; by fitting an aftermarket adapter between the carburetor and the intake manifold.
- 5.9 No SU Carburetors are permitted, except in the 1275 Leyland Mini.
- 5.10 Dimensions and designs on adapter plates are free.
- 5.11 Fuel injection heads are permitted.
- 5.12 Camshafts are free.
- 5.13 Vernier camshaft pulleys are not permitted.
- 5.14 Pulleys and cam keyways may not be slotted to allow for movement and offset keys and undersize keys are not permitted.
- 5.15 Intake manifolds are to remain standard.
- 5.16 No aftermarket manifolds are permitted and an adapter plate between carburetor and intake manifold is permitted.
- 5.17 No adapter plates may be used between the cylinder head and intake manifold.
- 5.18 Sandwich plates between the cylinder head and inlet manifold are permitted provided they have an identical bolting pattern and that their sole purpose is to seal the injector mounting grooves.
- 5.19 Intake and exhaust port on cylinder head are to remain standard.
- 5.20 No port matching is allowed.







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- 5.21 No air intake ducting allowed.
- 5.22 Electric water pumps are not allowed.
- 5.23 Flex plates are not allowed.
- 5.24 Flywheels are to remain standard.
- 5.25 Aftermarket ignition systems are not allowed.
- 5.26 Balancing of engine parts is allowed. Crankshafts are to remain standard.
- 5.27 Three angle valve seats are permitted.
- 5.28 Valves must be completely standard including size and length.
- 5.29 Only standard valve springs are allowed.
- 5.30 Valve guides must be standard.
- 5.31 Head bolts not to be cut down and additional washers may not be added.

### C 6. EXHAUSTS

- 6.1 Branches are permitted.
- 6.2 Effective silencers are compulsory.

### C 7. FUEL

Only pump fuel is permitted (ethanol is excluded).

### C 8. STEERING AND SUSPENSION

- 8.1 Only commercially available steering racks and steering boxes are allowed, but are to remain standard to the vehicle, without modifications.
- 8.2 No quick ratio versions are allowed.
- 8.3 Suspension may be altered but only to the left front wheel (top or bottom, but not both) but may not be adjustable.
- 8.4 No adjustable shock absorbers are allowed.
- 8.5 Only Gabriel, Armstrong or Monroe shock absorbers are allowed if the original shock absorbers are replaced.
- 8.6 Rear suspension must remain standard but can be lowered by heating or cutting of the springs (Mini may cut down the cones only).
- 8.7 LDV's and rear wheel drive vehicles can make modifications on the rear springs.
- 8.8 Coil springs are restricted to springs originating from any road going Saloon. Springs may be cut to lower vehicle.
- 8.9 Competition springs and lowering kits are NOT permitted.
- 8.10 On driver's side, a 125mm block must pass under the skirt, excluding the lip edge, from end to end; with the Competitor in the vehicle.



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### C 9. TRANSMISSION

- 9.1 Only standard gearboxes as fitted in factory are allowed.
- 9.2 For front wheel drive vehicles a gearbox of the same make and brand can be interchanged e.g. A VW Golf gearbox can be fitted to a VW POLO or vice versa but only to accommodate ratio problems.
- 9.3 For rear wheel drive vehicles the gearbox can be interchanged (Ford to Ford if it is a straight fit, no adapter plates may be used).
- 9.4 No limited slip differentials are allowed. Lock differential by welding only.

### C 10. WHEELS AND TYRES

- 10.1 Only road going tyres available from Commercial Fitment Centers are permitted with the following size limitations - max width 205mm, 10, 12, 13, 14 and 15 inch only.
- 10.2 Tyres Restricted to locally manufactured tyres and imported road going tyres, with a value of less than R1 000.00 excluding VAT, that are commercially **available** from Commercial Fitment Centers.
- 10.3 Each competitor is limited to 6 tyres per Club Championship season.
- 10.4 This tyre limitation is restricted to the participation in the races and final only and not for practice runs.
- 10.5 Damaged tyres may be replaced at the sole discretion of the Senior Scrutineer at championship events with used tyres only.
- 10.6 Each competitor is responsible to ensure that the tyres are marked by the Scrutineer at the beginning of each event.
- 10.7 No slick or semi slick tyres or compound altering chemicals are permitted.
- 10.8 Skimming of tyres is strictly prohibited.
- 10.9 Tyres worn to an extent where 50% of the tread pattern is no longer visible are not permitted.
- 10.10 Tyres showing any degree of "canvas" or structural damage may not be used.

### C 11. WINGS

Wings are not permitted.

### C 12. RESTRICTOR PLATE

- 12.1 A compulsory restrictor plate measuring 19/23mm must be fitted between the carburetor and the inlet manifold on front wheel drive vehicles only (Official Supplier: Motodrive).
- 12.2 Each restrictor plate will be tested in the presence of the Competitor using a 19.05mm and 23.05mm 'no go' gauge.





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- 12.3 It will be seen as a technical infringement when any Competitor is found competing with a restrictor plate that is not registered to them or who fails to race with a restrictor plate. For penalty refer to point 21 of this Circular.

