



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 st	-	15 points	8 th	-	7 points
2 nd	-	14 points	9 th	-	6 points
3 rd	-	13 points	10 th	-	5 points
4 th	-	12 points	11 th	-	4 points
5 th	-	10 points	12 th	-	3 points
6 th	-	9 points	13 th	-	2 points
7 th	-	8 points	14 th 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 4th 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 A - 1660 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.

A 1. ELIGIBILITY OF VEHICLE AND BODIES

- 1.1 Any saloon, GT or Coupe type car or body replicated, semi or full space framed version may be used, with the exception of station wagons and panel vans which are prohibited.
- 1.2 LDV bodies may be used, with the following limitation which will not be negotiated: Any LDV body which can carry a maximum load of 650kg is permitted. It follows that the Golf Caddy being the maximum which can be used.
- 1.3 Front and rear wheel drive vehicles are permitted.
- 1.4 Bodywork must be centrally placed on the chassis; it may not be offset.
- 1.5 Any drive train, cooling, axle or brake component may be used provided the donor vehicle complies with the type of car or body.

A 2. SAFETY

- 2.1 All other items not noted under the class regulations, shall be adhered to under the MSA GCR Handbook and Technical & Construction Regulations.
- 2.2 Non-contact racing class.
- 2.3 Ensure that all joints in construction are welded properly.
- 2.4 Sump, gearbox and differential plugs are to be wired securely.
- 2.5 Dual springs on throttles to be fitted, thus preventing throttle jams.

A 3. GENERAL RACING MODIFICATIONS

- 3.1 Flywheels may be lightened and cast flywheels may be replaced with steel or aluminium flywheels.
- 3.2 No flex plates are permitted.
- 3.3 The following items are free:
 - 3.3.1 Pulley sizes;
 - 3.3.2 Pistons and piston rings sizes are free (no race forged pistons allowed);
 - 3.3.3 Connecting rods from various road going models are permitted. Balancing will be permitted for that purpose only;
 - 3.3.4 Crankshafts from various road going models are permitted;
 - 3.3.5 Compression ratios;
 - 3.3.6 Bore and stroke ratios;
 - 3.3.7 Valve and tappet covers are free with the condition that the cover does not form part of the valve train;





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- 3.3.8 Sumps are free in respect of volume and design;
- 3.3.9 Fuel pumps are free with regards to operation and capacity;
- 3.3.10 Camshaft profiles are free as long as the number of lobes and their location are not altered;
- 3.3.11 Flexible engine mountings may be made solid;
- 3.3.12 Fuel pressure regulators;
- 3.3.13 Dellorto and Weber carburetors parts may be interchanged;
- 3.3.14 Induction and ram tubes;
- 3.3.15 Pressure plates and clutches are free.
- 3.4 Dry sump systems are not permitted.
- 3.5 The method of camshaft drive may not be changed.

A 4. IGNITION / ENGINE MANAGEMENT

- 4.1 Any standard distributor may be used.
- 4.2 A standard electronic ignition may be fitted.
- 4.3 Any local management system may be used for fuel and ignition management (Dicktator, Spitronic, Mr Turbo, Gotech etc).
- 4.4 A MSD Spark Booster may be fitted to engines using carburetors and distributor type ignitions.

A 5. THE FOLLOWING ITEMS IN PARTICULAR ARE PERMITTED

- 5.1 Electronic water pumps.
- 5.2 Roller rockers.

A 6. ROLL CAGE

Refer to T & C Regulations.

A 7. BUMPERS

- 7.1 No external **steel** bumpers are permitted. Refer to internal bumper regulation.
- 7.2 Internal bumper construction refer Technical and Construction regulations.
- 7.3 No piping to protrude outside of bodywork.

A 8. BRAKES

- 8.1 Restricted to 4/2 and single pot calipers from road going vehicles only.
- 8.2 Master cylinders are free.
- 8.3 Aftermarket pedal boxes may be used.





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A 9. CAR CONSTRUCTION

- 9.1 Refer to the T & C Regulations.
- 9.2 No engine offset is allowed.

A 10. DIMENSION AND WEIGHTS

- 10.1 Weight of the car including competitor shall be a minimum of 800kg weighed pre, during or post event with no tolerance permitted.
- 10.2 Wheelbase of the vehicle must be within 50mm of the original manufacturers' prescribed specifications; and
- 10.3 All four wheels of the vehicle must fit within the body of the vehicle, which determines the maximum dimensions.
- 10.4 Maximum length and width of the vehicle shall include the wing.
- 10.5 Maximum length of the vehicle is 5000mm.
- 10.6 Maximum width of the vehicle is 2000mm.

A 11. ENGINE

- 11.1 The use of an engine originating from another model manufactured by the same manufacturer or the use of an engine from another manufacturer shall be permitted, provided that such engine complies with the criteria set out.
- 11.2 Engines utilized, will only be permitted, if the vehicle originated from South Africa;
- 11.3 No multi-valve engines – engines shall be restricted to 8 valve.
- 11.4 Any 3 or 4 cylinder 4 stroke piston with 2 valves per cylinder.
- 11.5 Maximum 1660cc.
- 11.6 No turbo or super charging allowed, (forced induction).
- 11.7 Fuel injection systems are permitted and may be used with a local management system. The throttle body may not exceed 70mm. The Plenum design is free. Injectors are free.
- 11.8 Side draft carburetors may NOT exceed 40mm. Choke tubes' sizes are free.
- 11.9 Cylinder head from other models may be used.
- 11.10 A modification to the engine is free, unless stated elsewhere in the regulations.

A 12. ENGINE POSITIONING: - REAR WHEEL DRIVE

- 12.1 The rear face of the engine is where the bell housing and the engine meet.
- 12.2 The rear face will not be more than 600mm back of the centre line of the front wheels.





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A 13. EXHAUSTS

- 13.1 All piping shall be secured with saddles, preventing exhaust pipes from coming free in the event of it breaking off.
- 13.2 Exhaust tail pipes passing out the side of the vehicle may only do so at a maximum height of 450mm, and be level or downward facing, measured from the top of the pipe to the ground.
- 13.3 Branches are permitted.

A 14. FUEL

- 14.1 Methanol, racing fuel and pump fuel is allowed, without enhancements.
- 14.2 Methanol lubricants may be used such as Castrol R40 or castor oil.
- 14.3 It is highly recommended that vehicles using Methanol have fire extinguishers fitted to the competitor compartment, with all safety measures taken when fitting extinguishers, preventing the dislodging in an event of impact.

A 15. STEERING AND SUSPENSION

- 15.1 Only commercially available steering racks and steering boxes or quick ratio versions thereof as fitted to vehicles are permitted.
- 15.2 Suspension design is free but limited to either commercially available suspension uprights as fitted to vehicles described in item 15.1 above or locally fabricated components.
- 15.3 Adjustable spring platforms may be fitted.
- 15.4 Competition springs are permitted.
- 15.5 The use of rose-type joints are permitted.
- 15.6 Only South African made Gabriel, Armstrong or Monroe shock absorbers may be used.
- 15.7 The total limit permitted is 4, with one per corner.
- 15.8 No remote shock absorber reservoirs may be used.
- 15.9 Power steering is permitted.
- 15.10 Suspension may be designed with an offset.
- 15.11 A maximum of 5 links may be used on the rear suspension. Wish bone type suspensions are allowed on space frames or semi space frames. Front wheel drive spaceframe cars may only use a beam rear axle.

A 16. TRANSMISSION

- 16.1 Only local differentials and gearboxes shall be permitted.
- 16.2 No straight cut boxes are permitted.
- 16.3 Gear ratios are free.
- 16.4 Only locked differentials permitted.





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16.5 Limited slip differentials are not permitted.

A 17. WHEELS AND TYRES

- 17.1 Tyres are restricted to locally manufactured tyres and imported road going tyres, with a cost of less than R1500.00 excluding VAT, that are commercially available from Commercial Fitment Centers. The following size limitations – max width 205mm, 13, 14 and 15 inch apply.
- 17.2 Each competitor is limited to 6 tyres per Club Championship season.
- 17.3 This tyre limitation is restricted to the participation in the races and final only and not for practice runs.
- 17.4 Damaged tyres may be replaced at the sole discretion of the senior scrutineer at championship events with similarly used tyres only.
- 17.5 Each competitor is responsible to ensure that the tyres are marked by the Scrutineer at the beginning of each event.
- 17.6 No slick or semi slick tyres or compound altering chemicals are permitted. Skimming of tyres is strictly prohibited.
- 17.7 Tyres worn to an extent where 50% of the tread pattern is no longer visible are not permitted.
- 17.8 Tyres showing any degree of “canvas” or structural damage may not be used.

A 18. WINGS

- 18.1 Wings are optional.
- 18.2 Wing designs, positioning and sizes are free with the following restrictions:
 - 18.2.1 Wing end plates may not exceed 500mm x 500mm and may be offset to each other.
 - 18.2.2 Wing may not protrude beyond the side of the vehicle.