



# 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 A - 1660 CLASS

### APPENDIX B - 2.1 MODIFIED SALOON 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.

#### **B 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 limitations which will not be negotiated:
  - 1.2.1 Front and rear wheel drive vehicles are permitted.
  - 1.2.2 Bodywork must be centrally placed on the chassis, it may not be offset.

#### **B 2. GENERAL SAFETY**

- 2.1 All other items not noted under the class regulations, shall be adhered to under 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.

#### **B 3. BUMPERS**

- 3.1 No external steel bumpers are permitted. Refer to internal bumper regulation.
- 3.2 Internal bumper construction refer Technical and Construction regulations.
- 3.3 Only plastic or fiberglass bumpers not exceeding 3 mm thickness may be fitted externally for cosmetic purposes only.
- 3.4 No piping to protrude outside of bodywork.

#### **B 4. BRAKES**

- 4.1 Calipers are restricted to 4, 2 and single pot calipers.
- 4.2 Race type calipers are permitted.
- 4.3 Master cylinders are free.
- 4.4 Aftermarket pedal boxes may be used.





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### **B 5. CONSTRUCTION AND ROLL CAGE**

- 5.1 Refer to T & C regulations.
- 5.2 No engine offset allowed.

### **B 6. DIMENSION AND WEIGHTS**

- 6.1 Weight of the car including competitor shall be a minimum of 800kg weighed pre, during or post event with no tolerance allowed.
- 6.2 Wheelbase of the vehicle must be within 50mm of the original manufacturers' prescribed specifications; and
- 6.3 All four wheels of the vehicle must fit within the body of the vehicle, which determines the maximum dimensions.
- 6.4 Maximum length and width of the vehicle shall include the wing and aerofoil.
- 6.5 Maximum length of the vehicle is 5000mm.
- 6.6 Maximum width of the vehicle is 2000mm.

### **B 7. ENGINE AND MODIFICATIONS**

Any engine may be utilized provided it fulfills the following class criteria:

- 7.1 A minimum of 500 units must have been sold in South Africa.
- 7.2 Limitations for 8 valve engines:
  - 7.2.1 Maximum 2100cc.
  - 7.2.2 No forced induction.
  - 7.2.3 Fuel injection systems are free. Individual throttle bodies not exceeding 48mm on 8v engines.
  - 7.2.4 No slide type throttle bodies are permitted.
  - 7.2.5 Carburettors limited to 48mm. Choke tube sizes are free.
  - 7.2.6 Cylinder heads are free.
  - 7.2.7 Dry sumps are permitted.
  - 7.2.8 Roller rockers are permitted.
  - 7.2.9 Modifications to the engine is free, unless stated elsewhere in the regulations.
- 7.3 Limitations for 16 valve engines:
  - 7.3.1 Restricted to 2L (plus 060) in standard form.
  - 7.3.2 Plenum free.
  - 7.3.3 Single throttle body (not exceeding 70mm).
  - 7.3.4 Management is free.
  - 7.3.5 Exhaust is free.
  - 7.3.6 Engine may be balanced.
  - 7.3.7 Cylinder head may be skimmed.
  - 7.3.8 Oil pump may be boosted.
  - 7.3.9 Sump may be modified to prevent oil surge.
  - 7.3.10 Dry sumps are permitted.





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7.3.11 Oil restrictors may be placed in head or block.

7.3.12 Refer all further engine modifications to the controllers for written approval.

7.4 Engine positioning

7.4.1 The rear face of the engine is where the bell housing and the engine meet.

7.4.2 The rear face will not be more than 600mm back of the center line of the front wheels.

### **B 8. EXHAUST**

8.1 All piping shall be secured with saddles, preventing exhaust pipes from coming free in the event of it breaking off.

8.2 Exhaust tail pipes passing out the sides of the vehicle may only do so at a maximum height of 450mm, measured from the top of the pipe to the ground.

### **B 9. FUEL**

9.1 Methanol, racing fuel and pump fuel allowed.

9.2 Methanol lubricants may be used such as Castrol R40 or castor oil.

### **B 10. STEERING AND SUSPENSION**

10.1 Steering racks are free.

10.2 Suspension design is free but limited to either commercially available suspension uprights as fitted to vehicles described in item 1.1 above or locally fabricated components.

10.3 Adjustable spring platforms may be fitted.

10.4 Competition springs are permitted.

10.5 The use of rose-type joints are permitted.

10.6 Shock absorbers are free but may have only one adjustment for either bump or rebound.

10.7 The total limit permitted is 4, with one per corner.

10.8 No remote shock absorber reservoirs may be used.

10.9 Power steering is permitted.

10.10 Suspension may be designed with an offset.

10.11 A maximum of 6 links may be used on the rear suspension.

10.12 Independent rear suspensions are permitted.

### **B 11. TRANSMISSION AND DRIVE TRAIN**

11.1 Gearboxes are free.

11.2 Gear ratios are free.







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- 11.3 Limited slip diff is allowed.
- 11.4 Flywheels are free.
- 11.5 Clutches and pressure plates are free.

### **B 12. WHEELS AND TYRES**

- 12.1 Restricted to 205/60/13 Yokohama A048 semi slick tyres and Bridgestone 15 inch semi slick tyres only.
- 12.2 Under no circumstances may any name or size be buffed off from the tyre walls.
- 12.3 All tyres have to be presented at scrutineering.
- 12.4 Each competitor is limited to 6 new tyres per Club Championship season.

### **B 13. WINGS**

- 13.1 Wings are optional.
- 13.2 Wing designs, positioning and sizes are free with the following restrictions:
  - 13.2.1 Wing may not protrude beyond the sides of the vehicle.
  - 13.2.2 Wing end plates may not exceed 500mm x 500mm and may be offset to each other.