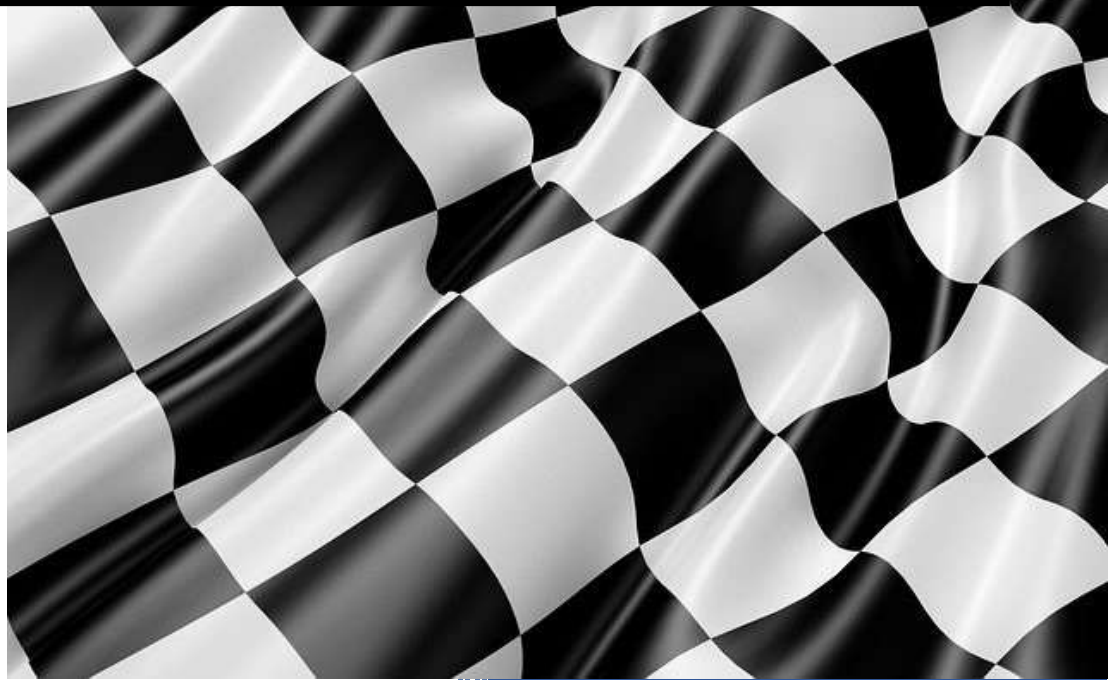




2023

Club Standing Supplementary Regulations

WPMC V8 Masters Championship



Version 2

7 February 2023

Ref: 162906/144

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
8.6	Immediately	07.02.2023	Wording deleted and wording added

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V8 MASTERS MISSION STATEMENT

TO PROMOTE EQUAL, AFFORDABLE, FUN RACING

TO ACHIEVE THIS, WE WILL:

- * Ensure equal continuity of cars-first same as last
- * Ensure that money does not influence results
- * Ensure that changes to specifications will only be for safety and financial control reasons, and to continually improve the cars / series.
- * Ensure that rules and regulations are strictly enforced to ensure equitable racing.

All race meetings shall be held under the 2023 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Club Regulations, the event Supplementary Regulations (SR's) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

Anything not specifically permitted is disallowed, and is to be regarded as illegal. Transgressions could therefore result in exclusion from the results as provided for in the 2023 MSA Handbook regardless of whether any advantage is gained or not.

1. AIM OF THE CHAMPIONSHIP

To declare Western Province Motor Club V8 Masters Silver and Gold Class Champions for 2023. The Western Province Motor Club Sporting Committee, in its sole discretion, is responsible for declaring the winner of each championship or to withhold such declaration.

2. CONTROLLERS

- 2.1 The controllers of the championship will be the Sporting Committee of WPMC.
- 2.2 The WPMC Sporting Committee, herein after referred to as Sportscom, has delegated the management, control and day to day running to the V8 Masters Committee. The Controllers reserve the right to amend these rules at their discretion.

3. REGULATIONS

- 3.1 All qualifying races will be held under these rules, the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and all of the Standing Regulations and the Supplementary Regulations issued by the WPMC.
- 3.2 No rule is intended to exist in a vacuum; each rule should be read in the context of all rules. If there are two possible interpretations to a rule, and one interpretation conflicts with another rule, or makes another rule meaningless, that interpretation will be rejected in favour of an interpretation that is not in conflict with any other rule or makes another rule meaningless.
- 3.3 If a specific rule or latitude is not found in these regulations, whether stated it is or is not allowed, that will mean it is not allowed. The MSA GCR's or SSR's, as applicable, will then apply.
- 3.4 The Controllers reserve the right to amend these rules at their discretion. Any recommendations to amend the rules by the sub section committee will only become effective when approved by the WPMC Sportcom.
- 3.5 All and any notice or circulars in respect of this championship will be notified to all competitors in an electronic format (email or similar). Any notice or circular will be notified no less than 7 (seven) days prior to any race meeting. The onus is on the Competitor to ensure that he has familiarized himself with such a notice.

4. ELIGIBILITY

- 4.1 The Championship is open to:
 - a) Paid up members of good standing of the WPMC; and who are
 - b) Holders of a valid MSA competition licence; and who are
 - c) Paid up members of the V8 Masters sub section, as applicable.
- 4.2 Competitors are only eligible to score points from the time that they became members of good standing of the WPMC and the sub section.

- 4.3 Invite drivers are welcome to race and are eligible for trophies on the day but will not be eligible to score points in the championship.
- 4.4 Vehicles competing in the championship shall comply with these rules, the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and all of the Standing Regulations and the Supplementary Regulations issued by the WPMC.

5. CHAMPIONSHIP EVENTS

- 5.1 All qualifying races will be those set out by the V8 MASTERS Committee.
- 5.2 For the year 2023 this will include all V8 Masters races as per the W.P.M.C calendar (to be confirmed by means of a circular). A minimum of 6 race meetings will count. A possibility of 2 (two) "away" races will count towards the V8 MASTERS championship.

6. CLASSES

- 6.1 The formula will be raced in two classes – GOLD and SILVER
- 6.2 Class allocation will be done at the beginning of each season by the V8 Masters committee. Its decision will be based on the Lap times obtained by each competitor driver over his / her best race result in the previous 2 race meetings (including qualifying).
- 6.3 The committee may require a driver to change classes during the championship year. Should this be necessary, its decision will be made along the same lines as above but based on the latest 4 (four) race meetings.
- 6.4 A new driver will race in the GOLD class for a minimum of 2 (two) race meetings, after which the committee may decide to change his/her class for that season. The driver will however be eligible for points from his/her first race meeting onwards.
- 6.5 A competitor can only move down a class when permission is obtained from the committee.
- 6.6 NEW DRIVERS:
 - a) Track day experience is advised to ensure the safety of the new entrant as well as the rest of the competitors. The Committee may require that an on-track assessment and theoretical presentation be attended prior to a first race entry is accepted.
 - b) For safety purposes the V8 Masters Committee reserves the right to prevent a competitor from participating in any meeting if a Killarney lap time of 1 min: 30 second cannot be posted by that competitor under normal dry conditions.

7. COMPETITION NUMBERS, NAMES & SPONSORS ADVERTISING & VEHICLE PRESENTATION / STANDARDS

- 7.1 Competition numbers are to be displayed on right and left side door area, left front top corner of the windscreen. Competition numbers will be size and script as decided on by the committee.
- 7.2 The driver's name will appear on both left and right side roof.

- 7.3 All vehicles are required to carry the V8 Masters sponsor or sponsors' decals (as supplied) on the top portion of the front windscreen and back window, both front fenders, bumpers and / or as otherwise required by the sponsor and the controllers. No other signage or decals may be carried on these areas. Permission may be granted by the V8 Masters committee to carry signage on these areas if not taken up by a series sponsor. Contingency and day/minor sponsors' decals will be placed on the bottom sills between the jacking points on each side of the car or otherwise stated by the V8 Masters committee. If there is conflicting advertising, permission not to display such decals must be sought from the V8 Masters Committee. The granting of such permission may result in the competitor forfeiting such sponsors' monies payable on race day or away races. The controllers will have the right to require a competitor to bring his vehicle into compliance with the approved visual standards (to be defined by means of a circular). Competitors not complying with these requirements may be precluded from participating in any further events until the vehicle complies.
- 7.4 All vehicles are to incorporate either two broad centre stripes (mustang stripes) or a single wide centre stripe with two pinstripes (modern Mustang stripes) within their body and paint designs. Car colours and designs must be submitted for approval to ensure a varied set of car designs.

8. STARTING PROCEDURE, GRID POSITIONS AND PRACTICE

- 8.1 All entrants and their cars must be in the allotted V8 MASTERS pit area 30 min before the start of the qualifying session & may not be removed from the V8 MASTERS pit area for the duration of the meeting, without permission from the V8 Masters Technical Controller (TC) or the V8 Masters committee.
- 8.2 Number of starters: In order for a timed trial or race to qualify for championship status, a minimum of 6 (six) vehicles must take to the track for the timed trial or be on the grid for the start of the race or time trial.
- 8.3 All vehicles leaving the track after the start of timed trials or a race MUST enter the pit area via the approved access road.
- 8.4 The start will be a rolling start, with single grid positions. A standing start may be allowed with the agreement of 75% of drivers competing in that event.
- 8.5 The starting positions for the first race on any race day will be the result of timed trials, with the driver posting the fastest time being placed in pole position and the rest of the field grid behind him, from the second fastest time to the slowest. In the case of timed trials being cancelled or not taking place for any reason, the grid positions for the first race of that day will be according to the latest V8 MASTERS Club Championship point standings. (Regardless of the class of the competitor).
- 8.6 The starting positions for the second race will be as per ~~lap times of the first race.~~ **the finishing positions of the first race.**
- 8.7 On a rolling start, drivers must maintain their position and lateral grid space between cars. They must be in a single lane left and right on the grid and align to cross their pitboxes prior to the start lights going out. Drivers must not cross the white centre line until the start lights are extinguished. Drivers must maintain a stagger and not encroach beyond the rear bumper of the car in the position ahead on the grid. For example, grid slot 2 cars front bumper may not be ahead of the pole position car's rear bumper prior to the extinguishing of the start lights. The third car on the grids front bumper must likewise not be ahead of the second car on the grids rear bumper.

9. POINT SCORING Points will be scored as follows:

- 9.1 The Maximum number of points scored for any one race will be equal to the number of starters in that particular race.
- 9.2 A Starter is classified only after completing at least one timed lap of the circuit
- 9.3 The winner of each race (First after crossing the finishing line after completing the required number of laps) will receive maximum number of points (equal to the number of starters) plus one bonus point per class
- 9.5 Each successive placing will receive a point less than the placing ahead (irrespective of class).
- 9.5 Example – 15 starters – winner receives 15 + 1 bonus Point, 2nd = 14 points, 3rd = 13 points etc.
- 9.6 The same points scoring system will apply to the drivers participating in the official qualifying session whereby points will be scored relative to the driver's qualifying position. In addition, the drivers qualifying in pole position in their respective classes, will each receive a bonus point
- 9.7 All starters will receive at least one point, provided paragraph 6 has been complied with.
- 9.8 The competitor with the greatest number of points on the day will be declared the winner of the day. In the event of someone being excluded all the Competitors behind him will move up 1 position. If there is a tie, the competitor who had qualified in the better position will win.
- 9.9 The V8 MASTERS Club Champion of the season, in each class, will be the competitor with the greatest number of points scored for the season.
- 9.10 If there is a tie, then this will be resolved by the competitor with the highest number of placing points. E.g. Competitors with the most firsts, if this does not resolve the tie, then the highest number of seconds and so on.
- 9.11 The worst qualifying, race 1 and race 2 scores, will be dropped when the full season has been raced, other than exclusions. A race event that a competitor was unable to attend will count as that competitor's dropped scores. Excluded results may **NOT** be dropped (GCR 234i refers.) Should a race be cancelled, it will **NOT** count as a result which may be dropped.
- 9.12 Competitors racing each race of the year including any away races will receive the race meeting point average of their class over the season as bonus points for the season. Racing is classified as entering and competing on a given race weekend. A race exclusion would nullify the bonus points.
- 9.13 In order to be classified as a finisher, a car must complete no less than 66.6% of the race distance under its own power.
- 9.14 The official scored results of every race meeting will be forwarded to the competitors via e-mail by the Monday, 1 (one) week after the race meeting, and will become final 14 (fourteen) days there-after GCR141 x a and b and GCR 279 refers.

10. DRIVER CONDUCT AND DISCIPLINE

- 10.1 Driver conduct will be as per MSA 2023 handbook.
- 10.2 Drivers will be informed at the drivers' briefing whether or not a "white line rule", as per SSR 50 i):i), is in effect for that day's race meeting. If so, it will not apply to the first and the last lap of any race and might only apply to one corner.
- 10.3 Attendance at drivers briefing is compulsory for all drivers. Drivers not attending will be fined R200, (two hundred rand). A driver may, without penalty, nominate a representative to attend the drivers briefing on his behalf.
- 10.4 A driver making contact with another vehicle behind the centre side pillar will be responsible for any incident thus arising. This incident will not be deemed a racing incident.

- 10.5 Drivers will be subject to a yellow card system whereby any incident not deemed to be a racing incident, will attract a yellow card and a loss of points for the race in which the card occurred. This yellow card will, remain in effect for 3 races.
- 10.6 A subsequent or second yellow card issued during the above mentioned 3 races will result in a red card.
- 10.7 A red card will result in a loss of the class **average** points calculated for the **race meeting** in which the red card was issued. These points will not form part of the exclusions in the final points tally.

11. ELIGIBILITY OF VEHICLES

- 11.1 Only vehicles built solely from the components specified and authorized by V8 MASTERS Committee will be eligible. The controllers reserved the right to issue a bulletin of the use of an alternative part or component.
- 11.2 No modification or alteration to or removal of any component in any part or whole, is allowed from the vehicle supplied unless permitted elsewhere in this regulations.
- 11.3 All vehicles will be subject to maximum power, maximum torque and minimum weight restrictions, as prescribed and monitored.
- 11.4 For any performance changes required, there will have to be a 75% yes vote by V8 MASTERS drivers that have participated in the last three events. Safety items will also be with immediate effect.
- 11.5 All cars must be maintained and stored by the appointed persons (V8 MASTERS ASSOCIATION) or other committee approved facility.

12. TECHNICAL

- 12.1 Technical rulings are final. Should any changes to technical specifications become necessary, these will be on an official V8 Masters bulletin and be signed off by the controllers.
- 12.2 The controllers will conduct random checks to ensure that cars comply with the technical specifications as set out in these rules.

13. ELIGIBILITY OF DRIVERS

- 13.1 Any driver has to have attained the age of 40. i.e. Turning 41 in the racing year
- 13.2 Dispensation to the age requirement can be sought from the V8 Masters committee.

14. TECHNICAL SPECIFICATIONS

N.B. Any transgressions in respect of these technical specifications may result in exclusion. GCR 176 will be applied.

14.1 WEIGHT

- a) Will be not less than 1220 kilograms, including the driver in race apparel, as weighed in the holding area (on the scale of the day) after completion of all timed trials and races.
- b) If ballast is required, it must be bolted to the chassis in front of the driver's seat in the bolting position provided.
- c) The penalty for underweight is exclusion. If a piece of car or body has been lost during the race or time trial the part may be recovered and included in the weight. This will be decided by the V8 MASTERS Technical Consultant.

- d) A vehicle that has been damaged as a result of an accident and is not mobile, because of the accident, as verified by the TC, will not be required to pass via the weight bridge.

14.2 TYRES

- a) Front and Rear Dry weather tyres: As determined by the committee
- b) Front and Rear Wet weather tyres: As determined by the committee
- c) Wet weather rims are “real wheel” brand
- d) Dry weather rims are as supplied by Club Refrigeration
- e) A driver may use a maximum number of 4 new tyres for that driver’s first race meeting of the year, and 2 new tyres per race. The same rules apply to the use of wet weather tyres. Four new dry or wet weather tyres are also permitted for drivers competing in away races. Other than for the first event, all used tyres which are used at a race event, must be from that race seasons calendar year. Tyres may not be changed during the course of a race meeting, i.e. the four tyres on the car at the start of the race meeting will be used for the whole day’s racing. Controls in this regard will be carried out on race day.
- f) Should a tyre or tyres be damaged or otherwise become unsafe or unfit for use during the course of a race meeting, the Technical Consultant must be informed and he alone will decide whether or not a tyre or tyres may be changed.
- g) For purposes of clarity, a new tyre is defined as one that had not been raced before.

14.3 FUEL

- a) The controllers’ will advise which fuel is to be used from the permitted fuels comprising, Standard unleaded 95 octane pump fuel, 102,6 racing fuel, and AVGAS. However, an octane booster (as stipulated by the V8 MASTERS Committee) is permitted for pump fuel provided the resulting octane level does not exceed 102.6. All products are to be certified as unleaded. All fuel used at a race event to be supplied by the controllers.
- b) The controllers’ reserve the right to introduce control fuel and oils and to take whatever steps may become necessary from time to time.

14.4 POWER

- a) The maximum power output will be 355kW and 625NM to be measured at the rear wheel. This will be officially measured on a dyno specified by the V8 MASTERS Committee.
- b) There will be no comeback against the dyno operators/owners or the controllers in the event of damage while a vehicle is being run on the dyno.
- c) Dyno runs will be conducted according to the following procedure:
 - i) *The dyno is to be operated by an independent operator as far as possible, but in any case the operator is to be approved by the controllers. All runs will be conducted in 4th gear 1 to 1 ratio.*
 - ii) The warm-up session before any power runs will be 2 minutes.
 - iii) Set dyno to inertia reading, run up to 5500 RPM, do not record but make sure readings are working on dyno (are constant readings).
 - iv) All power runs will be recorded up to a maximum of 6400 RPM .1st Power reading completed, stop engine, record both kW and torque readings. All power runs readings will be taken from above 4000 RPM to 6400 RPM.
 - v) 2nd Power reading as above but must be completed within 5 minutes of 1st run.
 - vi) 3rd Power reading as above but must be completed within 5minutes of 2nd run.
 - vii) Add up all 3 kW readings and divide by 3, and add up all 3 torque readings and divide by 3.

- d) Cars may be checked before, during or after a race meeting and all engine data may be recorded. If any engine exceeds the maximum power or torque, it must be detuned to the required specifications before the start of the race meeting.
- e) All cars will have a rev limit set at determined by the V8 MASTERS Committee, currently 6500 RPM. Once this has been checked the ECU will be sealed.
- f) Data cards will be checked at any time of the meeting to ensure the rev limit is not being exceeded.

14.5 ENGINES

- a) Only the FORD 5.5I V8 engine will be allowed as supplied by the V8 Masters committee.
- b) N.B. Modifications other than those listed herein are not permitted.

14.6 FLYWHEEL AND CLUTCH ASSEMBLY

As specified and supplied by the V8 Masters committee.

14.7 GEARBOX

Tremec T5 5 speed H-Gate gearbox with 5th gear overdrive, or alternatively the Tremec TKX 600 H-gate gearbox with 5th gear overdrive. Gear ratios are not allowed to be changed.

14.8 DIFF

FORD 8.8" solid diff with a ratio of 3.88 and a LS as supplied by the committee.

14.9 CARBURETTOR AND DISTRIBUTOR

- a) Only Carburettor and distributor as approved by the Committee.
- b) The distributor to be set at 30 degrees before TDC.

14.10 SPARK PLUGS

As supplied by the V8 Masters committee.

14.11 WINDSCREEN

- a) FRONT: Only standard glass
- b) OTHERS: Rear windscreen must be of Polycarbonate as supplied by the committee.

14.12 INSTRUMENTATION DASHBOARD AND DATA LOGGING

Only Dashboards and Data loggers as approved by the controllers will be allowed.

14.13 BODYWORK

- a) Only the body shell as supplied by an approved manufacturer will be allowed.
- b) Extra aluminium finishing off strips and rubber seals are permitted, provided that the controllers are satisfied that there is no advantage gained in performance. Crash damage may be repaired, but exterior dimensions, shapes and profiles must remain unaltered. Temporary repairs affected at the track on race day that do not conform to the aforesaid will be allowed, but for that one race meeting only.

14.14 SUSPENSION SETTINGS

On car, where adjustable are free.

14.15 DIFF TOE

As supplied by the V8 Masters association.

14.16 REAR TRAMP ROD LENGTH

550mm +/-5mm

14.17 SPRINGS

Springs are not allowed to be changed and are as supplied by the V8 Masters Committee.

14.18 BRAKES

Brake Pads and Discs:

Only brake pads and callipers as approved by the controllers will be permitted.

14.19 EXHAUST

As supplied and specified by the V8 Masters Committee.

14.20 REAR WING

- a) As supplied by V8 Masters Committee and is to be bolted to the mounting plates provided on the chassis.
- b) No alteration to the size or position of the holes in the chassis mounting plates is permitted.
- c) The height of the rear wing may not be changed from the original design specification.

14.21 POWER STEERING

Power steering units as approved by the committee may be fitted

15. TECHNICAL INSPECTION

V8 Masters cars may be checked at any time during race day, for legality by the appointed Technical Committee members or official MSA Scrutineer. Internal checks will be subject to GCR 254. If a car is required to be stripped, the driver must provide a mechanic to do the necessary tasks as directed, or else a mechanic will be appointed on his behalf. The mechanic will be paid by the competing driver.

16. SPARE CAR

Refer SSR 24 iii)

The use of a spare car will only be allowed if approved by and supplied by the V8 Masters association. If the spare car is used after qualifying, the driver will start at the rear of the grid and points will be awarded to the driver for the race.

17. MINIMUM PENALTIES FOR TECHNICAL INFRINGEMENT:

Unless otherwise stated herein, GCR 176 will apply to any infringement.

17.1 First penalty - exclusion from that day's race meeting only.

17.2 Second penalty - penalized to the full extent of the MSA handbook including GCR 176.

17.3 **It is specifically noted that anything not permitted is disallowed, and is to be regarded as illegal. (if something is not mentioned in this regulations, regard it as illegal).**

17.4 Transgressions could therefore result in exclusion from the results as provided for in the MSA 2023 handbook regardless of whether any advantages is gained or not.

18. LAP TIMERS AND CAMERAS

Any V8 Master committee approved lap timer may be used and each car must be fitted with a **Gopro** or equivalent V8 Masters committee approved camera which must be switched on and operational during all races. In any incident if drivers do not have operational and switched on cameras, the incident will be deemed “not a racing incident” and the defaulting (camera) driver/s will be at fault.

19. WET RACING

19.1 The V8 MASTERS committee may negotiate a change of program with the organizers/officials of the day, should it appear that the weather conditions may clear later.

19.2 If a wet race is declared, rear lights must be ON.

20. WHITE LINE RULE

The white line rule will be run at race meetings as per discussion at drivers briefing. Except for lap 1 (one) and the last lap, the leading car in any group entering a controlled white line corner, must remain on the outside of the line.

21. ACCEPTANCE OF THE REGULATIONS

Each driver will sign a document confirming acceptance of these rules and Regulations before competing in any V8 MASTERS race, championship or series.

22. VOTING

Should a vote by members be required, only one vote per car will be allowed. Members are defined as persons competing in the race series, and whose levied association fees are paid up.

23. SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the V8 Masters Championship, WPMC, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and/or WPMC into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that the Motorsport SA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.