



# **MSA WPMC SPORTS & GT CLUB REGULATIONS**

**VERSION 1**

**1 JANUARY 2026**

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## **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**

<b><i>Modified Rule Number</i></b>	<b><i>Date Applicable</i></b>	<b><i>Date of Publication</i></b>	<b><i>Clarifications</i></b>

## **INDEX:**

1. AIM OF THE CHAMPIONSHIP
2. CONTROLLERS OF THE CHAMPIONSHIP
3. REGULATIONS
4. ELIGIBILITY
5. NUMBER OF EVENTS
6. NEW DRIVERS
7. VEHICLE REGISTRATION AND ELIGIBILITY
8. SPECIFICATIONS OF CARS
9. COMPETITION NUMBERS
10. CLASS STRUCTURE
11. DECLARATION OF CHAMPIONSHIP WINNERS
12. POINT SCORING
13. DRIVER CONDUCT
14. STARTING GRID
15. CHANGING CARS DURING THE SEASON
16. GENERAL
17. SOCIAL MEDIA
18. APPENDIX A

All race meetings shall be held under the 2026 Motorsport South Africa (MSA) General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs), these Club Regulations, the event Supplementary Regulations (SRs) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

**1. AIM OF THE CHAMPIONSHIP**

- 1.1 This is a Club status Championship.
- 1.2 The aim of the Championship will be to declare a Western Province Motor Club ("WPMC") Sports & GT ("S&GT") Champion and two runners-up for 2026. Class champions along with Index of Performance Champion and two runners-up as applicable will also be declared & recognised.
- 1.3 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 OF THE CHAMPIONSHIP**

The Controllers of the Championship will be the Sporting Committee of the Western Province Motor Club (Herein, referred to as Sportcom), who have delegated the management, control and day to day running to the Sports & GT Committee.

**3. REGULATIONS**

- 3.1 All qualifying races will be held under these regulations, the General Competition Rules (GCRs) and Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA) and all 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 GCRs or SSRs, as applicable, will then apply.
- 3.4 The Controllers reserve the right to amend these regulations at their discretion. Any recommendations to amend the regulations by the Controllers 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).
- 3.6 Any notice or circular will be notified no less than seven (7) days prior to any race meeting. The onus is on the Competitor to ensure that he / she has familiarized himself / herself 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 the minimum of a valid Club Status MSA competition licence for circuit car racing; and who are
  - c) paid up members of the Sports & GT sub section, as applicable.
  - d) Drivers may not be younger than 16 years of age unless compliant with SSR 1 and approved by WPMC Sportcom. **Additionally, drivers who are under 18 years old need to have the written consent of their parents or legal guardians to race as per MSA GCR 92 (iii). "If a competitor is a minor, this form must be countersigned by the appropriate parent or guardian"; RSA minor definition is under 18.**

**Voting:** only driving members who have competed within the section at a minimum of two (2) race meetings within a period of the previous AGM and that year's AGM. If applicable, are also paid-up members of this section and /or are members of the standing committee are allowed to vote at the section's yearly AGM.

- 4.2 Competitors are only eligible to score points from the time that they become members of good standing of the WPMC and the sub section.
- 4.3 Invitational drivers are welcome to race **but need approval by the Sports & GT committee**. They are eligible for trophies on the day but will not be eligible to score points in the Championship. Their final position will be discounted for Championship points scoring.
- 4.4 Vehicles competing in the Championship shall comply with these rules, the General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA) and all of the Standing Regulations and the Supplementary Regulations issued by the WPMC.

## **5. NUMBER OF EVENTS**

- 5.1 The 2026 Motorsport Calendar and Races per Category as published by the WPMC gives details of all Championship event race dates.
- 5.2 A minimum of six (6) races shall be run for a champion to be declared.
- 5.3 Up to a maximum of three (3) of these events will be +- 100 km (31 Lap, approximately 35 min) race with the balance being the normal two (2) race 10 lap sprint events.
- 5.4 All races run in the Championship will count for point-scoring purposes, each race being scored separately.
- 5.5 An away race will be organised to be included in the Championship and Competitors will receive an additional 10 points for participating at this Event.
- 5.6 Each Competitor will have to drop the lowest score from one (1) race meeting (total points scored for said Meeting).

## **6. NEW DRIVERS**

Track day experience is advised to ensure the safety of the new entrant as well as the rest of the competitors. The controllers may require that an on-track assessment and theoretical presentation be attended prior to a first race entry is accepted. **Drivers are strongly advised to complete a recognised & appropriate driver training program and obtain certification before they compete. These programs must teach essential driving skills, safety procedures, and track etiquette.**

## **7. VEHICLE REGISTRATION AND ELIGIBILITY**

- 7.1 The WPMC Sports & GT Club Championship is a selected invitational series open to pre-approved Sports Cars, Sport Prototypes and GT cars that fit the general genre of "Sports Prototype and Grand Touring Cars". The FIA / SRO (see appendix A - Paragraph 17) published list of GT cars and homologation will be used as a guidance/reference in evaluating the eligibility of the cars. Only 2 door versions of GT3 and GT4 cars from the list will be considered irrespective if a model has a 4- door version. No touring cars or sedans will be considered for eligibility.
- 7.2 Before any vehicle is allowed to race in the WPMC Invitational Sports and GT Car Championship series, the vehicle must be presented to the Technical Representatives of the Sports and GT Committee for eligibility-checking which will cover general compliance, finish and appearance, as well as practical safety issues. The Technical Representatives will present their findings to the Committee and a joint decision by the Committee as a whole, will be made on the eligibility of the car.

It is strongly advised that before any new car is built, the competitor approaches the controllers to obtain guidance and approval for the concept. The Controllers reserve the right to refuse any vehicle entry, which in their opinion contravenes the spirit in which WPMC Sports and GT Car racing has been designed.

All cars must be inspected by the Technical Representatives of WPMC Sports and GT Car Section before the first race entered of the season. To be eligible to compete for trophies and points all competing cars must display all identification / signage required by the series sponsor and subsidiary sponsors. Cars that have passed inspection will be issued with a compliance disk which must be always displayed.

Non-compliance will result in no Championship points being awarded until the car is compliant. If unsure ask a committee member.

- 7.3 This series is NOT open to cars that currently compete or have previously competed in another series, (e.g. Wesbank, Sascars or Oval Track) unless they are racing sports cars (e.g. Shelby Can am) or of the same type as cars currently accepted, e.g. Porsche 911's. The Sports & GT Committee may limit these in order not to harm another Championship that is currently taking place.
- 7.4 If possible, all cars are to be fitted with a working forward-facing camera. This footage may be used to aid decision-making in paragraph 13 along with promotional / social media footage.

## 8. **SPECIFICATIONS OF CARS**

As per Appendix A -paragraph 17.

## 9. **COMPETITION NUMBERS**

These shall be allocated by the Controllers and may be changed as deemed necessary. Competition numbers must be correctly sized and clearly displayed in accordance with MSA GCRs, SSRs and applicable Bulletins issued by MSA in all regards. **Windscreen number decal must have numbers a minimum of 110mm high. For cars whose windscreens are too small or have no windscreen, then a decal must be on the front of the car. The door or side panel numbers must be a minimum of 150mm high.**

## 10. **CLASS STRUCTURE**

- 10.1 Cars will be placed by the Controllers in classes based on their performance.
- 10.2 The Controllers reserve the right to determine the class in which a particular car may compete.
- 10.3 Any new car / driver combinations must do official timed qualifying / practice on his / her first race day.
- 10.4 Thereafter the Controllers will allocate that car to a class for that day.
- 10.5 The class allocation will be based on the following time brackets set at the Killarney International Raceway:

S	-	BELOW 1m 12s
A	-	1m 12s UP TO 1m 14.999s
B	-	1m 15s UP TO 1m 17.999s
C	-	1m 18s UP TO 1m 21.999s
D	-	1m 22s UP TO 1m 28.000s

Road Cars Class (see SSR 17.15 for specification) will gain points in main Championship and be in a separate RC class.

- 10.6 In order for a car to break out to a higher class, he / she must break out by more than 0.001 sec.
- 10.7 Should a competitor break out of his / her class at any time he/she will immediately move up to the new class, irrespective of whether this occurs in qualifying or in a race. ~~during official qualifying, he / she will be placed in their new class immediately. However, should he / she break out during a race, he / she will only move to the new class at the next race meeting.~~
- 10.8 A driver who has successfully applied to the Committee to move to a lower class (only allowed one (1) class lower) based on lap times over a period of twelve (12) months per calendar year (min of ten (10) lap times or ten (10) races at Killarney or 50% of race calendar), will immediately score points **in the lower class.** ~~and can be done before this first meeting.~~

**Note: The adjustment must reflect a major reduction in lap time of at least 2,5 seconds.**

A driver whose request does not comply with the above min lap times will be evaluated under the rule 16.6.

## 11. DECLARATION OF CHAMPIONSHIP WINNERS

The Controllers, at their sole discretion, are responsible for declaring a Champion and runners up.

## 12. POINT SCORING

### 12.1 SCRATCH RACING IN CLASSES

Points will be awarded per race for each class as follows:

- 1<sup>st</sup> – 10 points
- 2<sup>nd</sup> – 8 points
- 3<sup>rd</sup> – 6 points
- 4<sup>th</sup> – 5 points
- 5<sup>th</sup> – 4 points
- 6<sup>th</sup> – 3 points
- 7<sup>th</sup> – 2 points
- 8<sup>th</sup> – 1 point

Should there be less than four starters or qualifiers in a class as defined in SSR 12.4, points in that class will be awarded as follows:

- 3 competitors            1<sup>st</sup> – 9pts; 2<sup>nd</sup> – 7pts; 3<sup>rd</sup> – 5pts
- 2 competitors            1<sup>st</sup> – 8pts; 2<sup>nd</sup> – 6pts
- 1 competitor              1<sup>st</sup> – 7pts

Points will also be allocated for qualifying in each Class and will be scored as follows:

6 or more cars in a class	5 Cars	4 Cars	3 Cars	2 Cars	1 Car
1 <sup>st</sup> – 6 points	1 <sup>st</sup> – 5	1 <sup>st</sup> – 4	1 <sup>st</sup> – 3	1 <sup>st</sup> – 2	1 <sup>st</sup> – 1
2 <sup>nd</sup> – 5 points	2 <sup>nd</sup> – 4	2 <sup>nd</sup> – 3	2 <sup>nd</sup> – 2	2 <sup>nd</sup> – 1	
3 <sup>rd</sup> – 4 points	3 <sup>rd</sup> – 3	3 <sup>rd</sup> – 2	3 <sup>rd</sup> – 1		
4 <sup>th</sup> – 3 points	4 <sup>th</sup> – 2	4 <sup>th</sup> – 1			
5 <sup>th</sup> – 2 points	5 <sup>th</sup> – 1				
6 <sup>th</sup> – 1 point					

The number of cars in each class will be determined by the maximum number of cars which either qualify or compete in the races.

The final local Killarney based race of the season (i.e. the last event deemed to be a complete race) will be awarded double points for each class as follows:

- 1<sup>st</sup> – 20 points
- 2<sup>nd</sup> – 16 points

and so on to tenth place. (Reduced points for less than four (4) starters - see above)

A driver can earn a bonus point if he /she improves on his /her previous best time. **So, this could mean that a driver could up to a maximum of three (3) points per race meeting.**

At the beginning of each year the drivers best time will be re-set --- his best time in the previous calendar year will be his baseline time he /she must improve on. (Therefore, previous best times of more than twelve (12) months ago will be discarded.)

### 12.2 ~~There will be up to 3 x 100km Challenge races during the year interspersed with the normal 10 lap sprint events.~~

**The number of 100km races will be determined by drivers' demand/interest and the Committee shall accordingly set the number. The format of these races will be at the discretion of the Committee.**

Points scoring for the 100 km Challenge events will be as set out in SSR 12.1 and because these races are equivalent to two normal sprint races double points will be awarded for the overall Championship.

The 100 km Challenge Championship will be awarded on Index of Performance result worked out on the same basis as in SSR 12.9. This would be a cumulative IOP on all ~~three (3)~~ **of these** events and will be published ~~after every race~~ **only at the conclusion of these events.**

- 12.3 In order to qualify for Championship status at each race meeting, there must be minimum of eight (8) eligible qualifying starters as defined by the GCRs.
- 12.4 In order to be classified as a finisher – as per the GCRs and SSRs.
- 12.5 Should a competitor score points in a particular class and thereafter move up to another class, any points obtained up to that point will be carried forward for overall Championship purposes.  
For class Championship winners, the competitor must have scored at least 75% of his / her points in that class.
- 12.6 In the case of there being a dead heat for the overall Championship the controllers shall apply the following in determining the overall positions. The controllers shall decide who had the most 1<sup>st</sup> places, then 2<sup>nd</sup> places, then 3<sup>rd</sup> places, until a winner is decided on.
- 12.7 An additional 10 points will be awarded to each driver/car that competes in an away race.
- 12.8 **INDEX OF PERFORMANCE RACING**  
All competitors compete against each other with no separate classes; each race being calculated and scored separately, with the index being calculated as a variance.
- 12.9 The final local Killarney based race of the season (the last event deemed to be a complete race) to be awarded double points.
- 12.10 Points will be awarded per race on the following scale:
- |                  |   |           |
|------------------|---|-----------|
| 1 <sup>st</sup>  | – | 10 points |
| 2 <sup>nd</sup>  | – | 9 points  |
| 3 <sup>rd</sup>  | – | 8 points  |
| 4 <sup>th</sup>  | – | 7 points  |
| 5 <sup>th</sup>  | – | 6 points  |
| 6 <sup>th</sup>  | – | 5 points  |
| 7 <sup>th</sup>  | – | 4 points  |
| 8 <sup>th</sup>  | – | 3 points  |
| 9 <sup>th</sup>  | – | 2 points  |
| 10 <sup>th</sup> | – | 1 point   |
- 12.11 **FAILURE OF ELECTRONIC TIMING EQUIPMENT**  
Should the official timekeepers be unable, for whatever reason, to produce an official timesheet for either qualifying or a race, then no time-related points awards will be made for that specific qualifying session or that specific race.

### 13. **DRIVER CONDUCT**

- 13.1 Drivers must be familiar with ~~MSA Regulations at all time~~ **all applicable MSA regulations** and will abide by these. No driver shall drive or conduct himself /herself in a manner that brings the sport, club, sponsors or series into disrepute. The S&GT Committee will not tolerate any abuse or accusations from a driver, his / her team, family or supporters.
- 13.2 Incident reports must be completed and handed in to the Clerk of the Course within thirty (30) minutes of the completion of the race as per ~~MSA GCR Handbook~~, **MSA Circuit Racing SSR 61.**
- 13.3 During a race the overtaking, rule of the road and driving discipline as set out in SSR 50 of the MSA Circuit Racing SSRs will apply. Should the S&GT Committee deem it necessary, a driver may be put under cautionary attention for a number of future races. This will be done in conjunction with the Clerk of the Course.
- 13.4 Repeatedly blocking a competitor so that he / she cannot safely pass where the following car is faster on the circuit is not allowed. Bumping and / or pushing of other vehicles on the circuit is expressly not allowed. Any competitor found in contravention may be penalized by the Clerk of the Course in terms of GCR 157.
- 13.5 The Clerk of the Course may consider infringements at previous events in determining penalty being imposed.
- 13.6 **Competitors who are unable to participate in a race, as per MSA Circuit Racing SSR 62 must inform the Clerk of the Course, in writing and as soon as possible, stating their reasons for withdrawal from the race.**

#### 14. STARTING GRID

- 14.1 The grid positions for **Race 1** will be derived from the official qualifying practice lap times. Should there be no qualifying session a grid will be drawn up based on the previous best time achieved in current year or if it is the first race of the year, the previous year, by each Competitor.
- 14.2 **Race 2** grid positions will be derived from the official fastest lap times recorded by each competitor in Race 1.
- 14.3 Should a competitor fail to record a time in race one the official qualifying time will be used to determine his / her grid position for Race 2. Should that not be available then the competitor will be placed at the back of his / her class.
- 14.4 **The Committee can institute a reverse grid within class at their discretion & with Clerk of the Course confirmation, with a maximum of three (3) race meetings. The reverse grid will apply for Race 1 based on times in qualifying and race 2 according to times set in race 1. The Committee will have the prerogative to apply the reverse grid in both races or just in the 1<sup>st</sup> race. This will not be done in the last race of the season, the double points race.**
- 14.5 Any competitor not attending the Drivers Briefing will be placed at the back of his Class for Race 1.
- 14.6 A driver who through "force majeure" is unable to attend drivers briefing must make representation to the committee or send a representative in his place. Only one representative per driver.
- 14.7 Any driver who fails to record a qualifying lap time will either start at the back of the grid or the back of His / her class. The Controllers reserve the right to place such cars in an appropriate time slot on the grid with the consent of the Clerk of the Course. However, competitors who are deemed to have avoided qualifying to be advantageously placed on the grid will have to start from Pit Lane.
- 14.8 A new competitor or a new car for an existing competitor who has not previously posted an official lap time will be placed in class X. Once an official lap time has been recorded the competitor will be placed in the applicable class for the next Race and score points.
- 14.9 Should there be no qualifying, for whatever reason, Race 1 times will be used to place the new competitor in a class for the next Race. No points would then be scored for Race 1, but full points for the next Race in which he / she competes.
- 14.10 Competitors will be allowed to change cars after the official grid has been posted for Race 1 of race day and will start in the grid as determined by the Committee.
- 14.11 All starts will be rolling (as per the GCRs and SSRs).
- 14.12 Holding area. For qualifying all competitors must line up in the designated holding area in class order prior to the commencement of official qualifying. If a car is pitted on the new pit side, then the driver must attempt to join his / her class upon joining the circuit.
- 14.13 Drivers may not continue to warm brakes and / or weave to warm tyre after reaching the Harp Motorsport back gate on the second warm up lap prior to the race start. All competitors should at this point close-up into grid formation and hold this position until race commencement.

#### 15. CHANGING CARS DURING THE SEASON

- 15.1 If a driver qualifies with a car and races with a different car in race 1 & 2, having been permission, he / she will forfeit his / her qualifying points but score points in race 1&2. Changing cars after race 1 will not be allowed. The replacement car will be assigned to a class based on historical times for that car/driver combination. If no times are available, he / she can race and lap times in race 1 will determine the class for race 2 where he / she will score points but will forfeit his / her qualifying points and score no points in race 1. If he /s he decides not to race, he / she will be credited with his qualifying points.
- 15.2 If a driver uses two (2) cars during the season by CHOICE, he / she can only race the 2<sup>nd</sup> car in another class, lower or higher. Should it transpire that he / she is manipulating this concession to improve his / her points tally i.e. by entering a class with less competitors / competition or choosing a car more suited to conditions, his / her request won't be allowed by the Committee.
- 15.3 Changing to another car at any time in the season, irrespective of class, will be allowed under the following conditions and the driver will score points:
  - 1) Mechanical breakdowns.

- 2) Accident damage.
- 3) Car sold/ up for sale as advertised.

15.4 Any plan to change cars in the season must be presented to the Committee with motivation. There may be scenarios where the changes are not included in above rules. The Committee will then decide, with above as a guideline, but not necessarily as a hard and fast rule, on the merits of the proposed change.

The decision of the Committee will ~~take into account~~ **consider** the benefit of the change to the series BUT also in fairness to the other competitors regarding the change. If the change of car is allowed, the driver will score points with **BOTH** cars unless otherwise stipulated in above.

## 16. GENERAL

- 16.1 All commercially available fuels may be used as per GCR 240.
- 16.2 WPMC Sports & GT Car members must undertake to race within the spirit of sportsmanship and fair play and the Controllers will be the final judge of that.
- 16.3 Neither over-aggressive overtaking nor over-defensive driving will be tolerated.
- 16.4 All Class S, A & B cars must run with forward-facing light/s which must be switched on at all times. All class C, D cars must run with a rear light (RED) turned on at all times.
- 16.4 All cars must have a working rear-facing 'Rain Light' and must be turned on if conditions dictate.
- 16.5 Competitors will be issued with a full set of number boards and sponsor decals at the start of the season or when they join the S+GT series. Should replacements be needed within the racing season then a charge will be levied for said replacements.
- 16.6 Should a competitor apply to have his / her car reclassified in the class structure (**see SSR 10.6 for the methodology**) then it will be considered by the Committee upon the competitor providing sound reasoning for the adjustment i.e. reduction in engine performance or car performance. If agreed by the Committee, the adjustment will take place at the next meeting where the competitor will be **placed** in Class X for qualifying, then will be re-classified and will score points in next race he / she enters. Note: The adjustment should reflect a major reduction in lap time of at least 2,5 seconds. The competitor's times will be monitored for the following three (3) race meetings **for compliance with above**.

The Committee shall have the power to revoke this change at **ANYTIME** should it transpire that the lap times do not conform with the rules.

Criteria for adjustment:

- Change of tyre from slick to semi slick.
- Engine capacity decrease or turbo/supercharger removed.
- Power decreased other. (Must be accompanied with official timekeeper documented proof of lap times)

If subsequently, the competitor breaks out within twelve (12) months, he / she may not apply to downgrade for a further twelve (12) months and then only if another change is made to his / her car.

## 17. 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 Sports & GT 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 MSA 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.

The S&GT WhatsApp group should be reserved for paid-up members of S&GT. Followers of S&GT can access S&GT Facebook for information.

## **18. APPENDIX A**

### **VEHICLE CLASSIFICATION – SPORTS CARS (INCLUDING CLASSIC, REPLICA, ROAD AND GT)**

#### **18.1 DEFINITION**

Entry into the Sports & GT Category is by invitation after technical approval by the Committee. The Committee will consider all cars that fall under the Sports & GT Car genre, splitting them into Sports & GT along with road categories. GT2/GT3/GT4 which are built to the exact specification will be allowed entry (e.g. if there was no turbocharger in these specifications then a turbocharged car will be deemed non-compliant). A compliance disc will then be issued.

#### **18.2 CLOSED CARS**

- a) Windscreen / rear window compulsory (laminated glass or FIA-approved material).
- b) Roll bars or roll cage is compulsory as per GCR 239 C. Roll bars supplied by a vehicle manufacturer (e.g. Porsche) are acceptable. Seat head restraints are compulsory.

#### **18.3 OPEN CARS**

- a) Doors optional
- b) Windscreen optional
- c) Roll bars or roll cage is compulsory as per GCR 239 C. Seat head restraints are compulsory.

#### **18.4 ENGINES**

- a) Free
- b) Turbocharged and supercharged engines are permitted.

#### **18.5 DIMENSIONS**

Width 2m max,  
Length, Free

#### **18.6 GEARBOX AND DIFFERENTIAL**

Free

#### **18.7 SUSPENSION**

Free

#### **18.8 BRAKES**

Free

#### **18.9 WHEELS**

Free (Drive wheels must have spigots)

#### **18.10 TYRES**

Free

### 18.11 MUDGUARDS

- a) Viewed from the top mudguards must cover the tread of the tyre.
- b) In the case of slicks, the contact area must be covered. See MSA Circuit Racing SSR 51. ii

### 18.12 EXHAUST

Exhaust systems are not permitted within the confines of the cockpit of the car unless fully enclosed in neatly fabricated panelling.

### 18.13 UNDER TRAY

As per WPMC rules, an under-tray / nappies must be fitted to the underside on the engine / gearbox to eliminate the chance of oil drops / spillage. If for any reason the vehicle cannot accommodate a tray / nappy, dispensation must be sought through the Committee.

### 18.14 SPONSORS

In deference to series sponsors, conflicting advertising must not be displayed on competing vehicles without permission from the Committee.

To comply a race car must display all sponsor decals, compliant side number boards and front number board in their correct position if in doubt ask. **Sizes of the numbers in these decals is set out in SSR 9.** Failure to do so will result in no Championship points until the situation is corrected, as well as preclusion from qualifying and /or racing until corrected.

The car must comply with the spirit of Sports and GT Car racing and the Controllers will be the final judges. prospective entrants are advised to contact the Chairman of the Committee, if in any doubt.

### 18.15 ROAD CAR CLASS

- a) Must be GT or Sports car as listed in Trade Guide
- b) No home-built specials
- c) Must be road registered
- d) No 4 door vehicles
- e) Must have a minimum as ~~of half roll cage or rear cage~~ **per GCR 239 C.**
- f) Only road tyres or semi slick tyres
- g) Can be open or closed roof
- h) All interior trim including passenger seats to be secured and present in the car
- i) Wheels and size are free but must be covered by original body without wheel arch extensions
- j) Race 5-point safety harness to be fitted securely as per GCR 239 D
- k) ~~Plumbed in fire extinguisher (advisory).~~ **The minimum of a 1.5kg fire extinguisher as per GCR 257 is to be fitted. Fitting of a FIA approved plumbed in fire extinguisher is permitted and recommended.**
- l) ~~External electrical isolation~~ **Circuit Breaker master switches must be fitted as per MSA Circuit Racing SSR 2. A.**
- m) Engine mods are free but a turbo may **NOT** be fitted to a non turbo car
- n) NOS is prohibited
- o) Only commercially available pump fuel as per GCR 240 may be used
- p) Only the Engine from same manufacturer of base vehicle may be used
- q) Gearboxes, axles, brakes and the clutch are free of restriction
- r) Body modifications are permitted. These must of a high standard and be approved by the Sport & GT Committee.
- s) All other safety equipment to be as per MSA's GCRs and Circuit Racing SSRs.
- t) All vehicles to be fitted with an engine under-tray or nappy as per WPMC regulations
- u) All lights to be present and working at all times
- v) Vehicles must be fitted with front and rear tow straps clearly marked (Eyes not approved by MSA)
- w) Vehicles must comply with WPMC noise regulations
- x) The Sump drain plug, oil cap and oil filter to be secured by, means of lock wiring,
- y) All cars to carry all sponsor decals

- z) All vehicles to be pre-approved by the Sport & GT Committee

### **GT3**

As of October 2020, 52 vehicles have gone through the homologation process with the FIA, although some of these homologations failed to be completed or were later revoked. Homologations expire after a period of seven years unless a request for extension is made by the manufacturer. Currently, all homologations prior to GT3-025 have expired and not been renewed, although these expired cars are allowed to compete in national series under local approval.

Group GT3 cars can be built either directly by the automotive manufacturer or built by racing teams and tuning companies at the behest of the manufacturer. Other vehicles have been allowed to run alongside Group GT3 cars in various series under homologations from national ruling bodies, including the Mosler MT900R GT3, Ginetta G55 GT3, Chevron GR8 GT3, Radical RXC GT3, Scuderia Cameron Glickenhaus SCG 003C, Emil Frey Jaguar XKR G3, Acura TLX-GT, Renault Sport R.S. 01 GT3, Aston Martin Vulcan AMR Pro and Chevrolet Corvette C8.R GTD.

[https://en.wikipedia.org/wiki/Group\\_GT3](https://en.wikipedia.org/wiki/Group_GT3)

### **GT4**

GT4 class cars are mostly what can be referred to as track day cars, which are factory-built race cars available to the public. However, custom-built cars based on production models can also be built by teams. All cars are test driven by the FIA and then modified so that they all have near identical performance levels. Once a car has been approved by the FIA, it cannot be modified by the teams, eliminating continual development costs for constructors. All cars run on regulated tires to further equalize performance.

[https://en.wikipedia.org/wiki/GT4\\_European\\_Series](https://en.wikipedia.org/wiki/GT4_European_Series)