



## **WESBANK V8 SUPERCARS REGULATIONS AND SPECIFICATIONS FOR 2011**

### **1. CONTROL**

These regulations are drafted by the SAMCAR technical committee in consultation with the series sponsors and drivers for final approval and publication by MSA. MSA shall have overriding authority in respect of all aspects of the championship series. SAMCAR shall be responsible for the normal administration of the series, subject to the aforementioned.

### **2. DEFINITIONS**

- 2.1 WesBank V8 Supercars are cars which comply with these regulations and the term may not be used for any other car competing under the control of MSA.
- 2.2 The Technical Committee will be responsible for determining the eligibility of vehicles as described in paragraph 3 and the application of the control parameters outlined below in paragraphs 2.2.1 – 2.2.4.
  - 2.2.1 Base Weight.
  - 2.2.2 Intake restrictor size.
  - 2.2.3 Engine Rev limiter.
  - 2.2.4 Number of tyres per event.
- 2.3 "Series Production Car" – a car manufactured in large numbers (in excess of 1000 units per annum), including all model variations.
- 2.4 "Wheels" – Comprise of the rim and tyre assembly.

### **3. ELIGIBILITY OF CAR**

- 3.1 Prior to the first race in the 2011 championship series, or subsequently during the series for new cars or new competitors, each competing vehicle will be subject to an inspection, which will cover general compliance, safety requirements, finish and appearance. This inspection will be carried out by the SAMCAR Technical Committee. Successful completion of this inspection will result in the issue of a logbook, without which the car cannot be raced in the series. Subject to 14 days notice in writing, this logbook may be withdrawn if the standard of turnout of the vehicle falls below the acceptance limit.
  - 3.2 The engine must be a product of the corporation of the make of car being used in competition. The engine must have an Engine Acceptance Document (E.A.D.) issued by SAMCAR prior to competing in the series.
  - 3.3 The engine must be based on a series production car V8 engine. Maximum capacity for 8 cylinder 2-valve engines is 6 litres and 8 cylinder multi-valve engines is 5 litres.  
Turbocharged and/or supercharged engines are prohibited.
  - 3.4 Cars must be constructed using a body style the same as that of any series production car produced anywhere in the world.
  - 3.5 Chassis must conform to basic design, technical and safety parameters as specified by SAMCAR. Technical drawings and specifications must be submitted to SAMCAR for approval. Only chassis builders approved by SAMCAR will be permitted to construct chassis eligible for the series.
  - 3.6 The body styles eligible for the series in 2011 must be approved by SAMCAR.
  - 3.7 Commercial vehicles are not eligible.
  - 3.8 The series shall comprise of two classes:
    - 3.8.1 Super GT**
      - Cars with 500 long control arms and 3-link rear suspension.
      - Cars with 475 long control arms and 3 or 4-link rear suspension.
    - 3.8.2 GT**
      - Cars with 475 long control arms and 4-link rear suspension.
- Note: A GT chassis or engine, or a combination of both, may be raced in the Super GT class.

### **4. MODIFICATIONS**

#### **4.1 General Specifications**

The intent of the following rules is to maintain the recognisable external features of the manufacturer's make and model while providing the necessary safety and performance modifications.

## 4.2 Chassis

4.2.1 Chassis configuration will be full-frame, providing all suspension mounting points, front engine, rear-wheel drive and front-wheel steering. The chassis must be completely constructed of steel tubing. The use of monocoque or semi-monocoque construction is prohibited. The chassis must incorporate a full roll cage, including driver side impact bars. The roll-cage must be a fully welded, integral part of the chassis. Carbon fibre, composite type materials are not permitted in any structural components. The floor in the driver/passenger compartment must remain flat and horizontal, relative to the car and rocker panels. It may not be curved, angled or recessed and must be made of steel and/or aluminium only. The driver/passenger floor shall be flat between the trailing edge of the front wheels and leading edge of the rear wheels and be flat across the total width of the car as raced. The floor of the car from the leading edge of the rear wheels must be flat across the total width of the car but may be angled upwards to meet the lower section of the rear bumper.

Dimensions and Specifications:

Chassis base main frame rails: Minimum 44.5 x 44.5 x 2.0mm square tubing **or** 40.0 x 60.0 x 2.0mm rectangular tubing

Chassis upper main frame and vertical elements: Minimum 44.5 x 44.5 x 1.6mm square tubing

Roll cage main frame: Minimum 44.5 x 2.0mm **or** 50.8 x 1.6mm round tubing

Roll cage secondary elements: Minimum 32.0 x 2.0mm **or** 38.0 x 1.6mm round tubing

Driver side impact bars: Minimum 32.0 x 2.0mm **or** 38.0 x 1.6mm round tubing

Maximum wheelbase - 2625mm

Maximum width measured at the wheels - 2050mm

Maximum overall body width - 2060mm

Minimum height of roof from road - 1150mm

4.2.2 For weighing purposes competitors must be seated in the car, with seat belts fastened, and the required race wear must be worn.

All cars are to weigh a minimum of 1240kg, including driver.

4.2.3 Cars shall be weighed with the driver in the normal seated position within the car. Cars may not have more than 50% of the total weight on the rear wheels, with the car 'ready to race' (including the required amount of fuel).

Cars will generally be weighed after each race but they may also be weighed at any other time, at the discretion of the Technical Consultant. Cars will however not be weighed in instances where a race has been shortened by a third or more of its scheduled duration.

## 4.3 Fire Walls

There must be a firewall between the engine compartment and driver compartment, made of steel and/or aluminium.

## 4.4 Bulkheads

There must be a steel and/or aluminium bulkhead separating the driver compartment from the compartment containing the fuel tank/cell. All interior panels may be made from aluminium or composite material.

## 4.5 Bodywork

4.5.1 SAMCAR approved bodywork:

2011 – 2016 SAMCAR Chev Lumina

2011 – 2016 SAMCAR Ford Falcon

2011 – 2016 Chev Corvette C6

2011 – 2016 Ford Mustang

2008 – 2012 Jaguar XKR

Cut-off date for Super GT class: 05 March 2011

Cut-off date for GT class: 04 June 2011

SCM will be SAMCAR's only approved body supplier.

If at any stage a competitor wishes to make use of a different engine make, or body style for the make, prior approval will need to be obtained from the SAMCAR Technical Committee.

4.5.2 The external shape of the body cannot be changed except where specifically authorised. The original roof line front and back window angle must be maintained within  $\pm 1^\circ$  tolerance when the racecar and a standard road car are compared. The original silhouette (front bumper to grill to bonnet to front windshield to roof and back window to boot lid to rear bumper) must be maintained. The only deviation of the silhouette will be to allow a power bulge in the bonnet to accommodate the air cleaner housing. The maximum overall length of the car must be standard with bumpers as per

manufacturer's specifications plus the front spoiler allowance of 100mm. Wing extensions must completely cover the wheels as viewed from above and may not confuse the identity of the car. The fitment of the standard SAMCAR approved louvers to the upper surface of the front wing extensions is permitted. The louver must be fitted so that a vertical line through the centre line of the front wheel must align with the centre of the louver panel. It is clarified that cars will be accepted in terms of this regulation providing that only the bulge of a tyre sidewalls are visible as viewed from above. Cars must have the original tail lamps and radiator grille. Headlamps and front indicator units, either original or replicas thereof, must be in place but need not necessarily be functional. Templates may be used to check body profiles.

4.5.3 A five year age limit will apply on body shapes, taken from the last year of production of the particular body style.

#### **4.6 Jack Points**

The installation of on-board jacking systems is permitted.

#### **4.7 Towing Eyes**

All cars must have permanently installed towing eyes, one front and one rear, to be used for flat-towing the vehicle. These towing eyes must be easily accessible without removal or manipulation of bodywork, and must remain within the perimeter of the bodywork when viewed from above. Front-facing towing eyes may be attached to the roll cage on the roof of the car due to the light manufacture of the front bumper frame.

#### **4.8 Fuel Tanks/Cells**

A safety fuel tank/cell must be located behind the rear axle. Proper bracing is required to protect the fuel tank/cell in the event of a rear end crash. All fuel caps must have a minimum of a 3mm hole in the cap and a bracket attached to the tank or filler pipe to facilitate the lock-wiring of fuel caps.

#### **4.9 Suspension – General**

Suspension shall be coil over design. Titanium springs are prohibited. Suspension mounting points shall be incorporated in the chassis framework. Suspension components shall be heavy duty, reinforced, modified or racing design. Any device that permits changing the cars ride height during competition is prohibited. Hubs, bearings, spindles, axles, u-joints, and rod ends must be heavy duty or racing type. Aluminium spindles or rear axle tubes are not permitted.

Active suspension systems, driver or computer controlled shocks and ASR traction control are specifically prohibited.

#### **4.10 Front Suspension**

Only basic double wishbone type front suspension, incorporating coil over shocks may be used. The coil over unit must act directly on the lower control arm. The maximum length of the front element of the lower control arm for Super GT cars measured from centre to centre of the rose joints may not exceed 500mm. For GT cars, the lower control arm measured from centre to centre of the rose joints may not exceed 475mm. For narrow body/chassis combination cars, the lower control arm measured from centre to centre of the rose joints may not exceed 440mm. The front upright must be a fabricated component constructed from sheet steel and tubing welded together.

#### **4.11 Rear Suspension**

Only basic type live solid axle, three or four bar link, with parallel radius rods, coil over shock with lateral location by Watts linkage is permitted. The radius arm lengths, measured from centre to centre of the rose joints, may not be longer than half of the wheelbase. Super GT cars may use 3 or 4 link suspension. GT cars may only use 4 link suspension.

#### **4.12 Anti Roll Bars**

One front and one rear anti roll bar is permitted. The anti roll bar must act directly on the upper or lower wishbone or rear axle housing using a simple pushrod system. Front and rear anti-roll bars may be cockpit adjustable. Super GT cars may use cockpit adjustment for the front and rear anti-roll bars. For GT cars, no cockpit adjustment is permitted.

#### **4.13 Shock Absorbers**

Super GT shock absorbers are a controlled component and only PENSKE 7300 and 8100 series shock absorbers and canisters may be used.

Only four shock absorbers are allowed per car.

Shock absorbers may have one remote canister per shock absorber.

Shock absorbers may have any form of spring seat adjustment.

Damping Adjustment:

Shock absorbers may have dual adjustment facility allowing simultaneous or individual adjustment of bump

and rebound. The shim stack and gas pressure settings are unrestricted.

Shock absorbers may only be fitted with one of the PENSKE pistons as listed below.

Linear/Linear Part Number:	PI-1100	PI-1200	PI-2100	PI-2200
Linear/Digressive Part Number:	PI-DL00	PI-005-1DG		
VDP piston Part Number:	P1-VDP5	P1-VDPL55 2 degrees		P1-VDPL55 1 degree

GT cars may use BILSTEIN shock absorbers:

Linear/Linear Part Number	B46-BRK	
Linear/Digressive Part Number	B46-V38	
Digressive/Digressive Part Number	B46-699A	(Either face of this piston can be used for rebound or compression face)
Digressive/Digressive Part Number	B46-7028A	(Either face of this piston can be used for rebound or compression face)

#### 4.14 Engine Mounts

The engine mounts for Super GT cars must be located along the centre line of the chassis, within 25mm. The crankshaft centre line to ground measurement must not be less than 190mm. The position of the engine rearward relative to the centre line of the front axle may not be more than 50mm from the face of the foremost cylinder head.

For GT cars, the engine must be located along the centre line of the chassis as defined by the track, within 25mm. The minimum crankshaft centre line to ground measurement is 190mm. The face of the foremost cylinder head may not be behind the centre line of the front axle.

#### 4.15 Ignition System/Rev Limiter

All engines must have an MSD6AL Ignition System providing the rev-limiter facility.

#### 4.16 Gearbox

Four forward speeds and a reverse gear. The gearbox must be mounted directly on to the engine via a bellhousing/adaptor assembly. This bellhousing/adaptor assembly must not exceed 200mm in length. The SAMCAR control sequential shift mechanism is permitted.

SAMCAR approved transmission - JERICO

Transmission ratios are controlled and only a final ratio as specified may be used.

1 <sup>st</sup> Gear Ratio	1.63
2 <sup>nd</sup> Gear Ratio	1.33
3 <sup>rd</sup> Gear Ratio	1.13
4 <sup>th</sup> Gear Ratio	1:1

#### 4.17 Propshaft

Only a heavy-duty one-piece steel propshaft is permitted. A minimum of one steel 'loop' is required, located within 300mm of the front universal joint to contain the propshaft in the event of a U-joint and/or propshaft failure.

#### 4.18 Rear Axle

Only live solid axle, utilizing steel banjo housing is allowed. Aluminium tube axle housings are not permitted. Only Detroit-locker differentials will be permitted.

Final drive ratios are restricted as follows:

Eight cylinder two valve engines:	3.89	3.70	3.50	3.25
Eight cylinder multi-valve engines:	4.11	3.89	3.70	3.50

#### 4.19 Brakes

The braking system is free except for the following:

- 4.19.1 Separate master cylinders front and rear are required and must be operated by a single brake pedal.
- 4.19.2 Brake calipers are free of restriction but are limited to one unit per wheel.
- 4.19.3 Non-metallic brake discs are not permitted.
- 4.19.4 ABS anti-lock systems are not permitted.
- 4.19.5 Ducting of air is the only type of cooling permitted.
- 4.19.6 Parking brakes are not required.
- 4.19.7 Brake lines must be steel tubing or metal-braided hose.
- 4.19.8 Brake balance is restricted to adjustment by the driver of a pedal box balance bar and inline pressure restrictor control.

### 5. SPOILERS (AERODYNAMIC DEVICES)

5.1 The fitting of a front spoiler is permitted. The front spoiler must be of the airdam type, and must follow the

shape of the front bumper as viewed from above. The front spoiler may not increase the overall length of the car by more than 100mm or extend sideways beyond the front wing extensions. The front spoiler undertray must be flat and horizontal to the driver/passenger floor. The front spoiler extensions cross sectional measurement from the undertray to the upper surface may not be less than 20mm. The front spoiler undertray may have a 50mm radius blending into the front inner wheel arch. The radiator air intake duct, brake cooling ducts and engine airbox ducts may be located in the front spoiler below the bumper line, providing that the total air entry area below the bumper line does not exceed 2000 mm<sup>2</sup>. The ramps which run from the upper surface of the front spoiler extensions and blend into the wing extensions are permitted, providing the area between the ramp and the spoiler extension is enclosed. The upper surface of the ramp may not have any side fences. No additional wicker plates or gurney tabs are permitted on the front spoiler.

5.2 The fitting of a rear wing is permitted and must be mounted so as to comply with the following:

5.2.1. The highest point of the wing, excluding the end plates, may not be higher than the roof of the car.

5.2.2. The maximum width of the wing (endplate to endplate) may not exceed 2050mm.

5.2.3. The trailing edge of the wing, excluding the end plates, may not extend rearward beyond 1165mm behind the centre line of the rear axle.

5.3 No rear diffuser is permitted.

## 6. WHEELS AND TYRES

Wheel rim diameter must be 16 inches.

The supply of racing tyres will be controlled by SAMCAR and supplied to competitors as per the 2011 SAMCAR tyre schedule. Competitors will be limited to a maximum of 22 tyres, excluding wet weather tyres. In the case of a new driver to the series or a current driver with a new car an additional four tyres (two fronts and two rears) may be purchased for testing only. This will be a once off purchase.

### Race Tyres:

Thirty race (dry and wet weather) tyres per season and pro-rata allocation will apply for late entries into the championship.

Race tyres will be supplied as per the 2011 SAMCAR tyre schedule. Only marked race tyres may be used for official qualifying and all races.

In the event of it being necessary to fit wet weather tyres during qualifying or if a race is declared a "Wet Race", marked wet weather tyres may be used.

### Practice Tyres:

Twelve practice tyres per season and pro-rata allocation will apply for late entries in the championship.

Four practice tyres two fronts and two rears may be purchased from Goodyear prior to the first event entered. The remaining eight practice tyres may be purchased in sets of four two fronts and two rears as per the 2011 Goodyear tyre supply schedule.

### Wet Weather Tyres:

Eight wet weather tyres per season may be purchased from SAMCAR at the discretion of the competitor.

Only marked wet weather tyres may be used for official qualifying and all wet races.

### General:

Replacement of damaged tyres will be at the discretion of the SAMCAR technical consultant. All tyres must be submitted to the designated tyre scrutineer for marking prior to the start of qualifying. Any car found to have an unmarked race tyre or tyres on it during qualifying or the race/s will be excluded from all results for the event.

Control tyre sizes:

Front 25.0 x 13 x 16

Rear 27.0 x 14 x 16

Filing, buffing or any other disguising of the tyre sidewall is prohibited. Tyre warmers, chemical treatments or any means to artificially enhance tyre performance is prohibited.

## 7. ENGINES

### 7.1 Block

The engine block must be of the manufacturer's production or a SAMCAR approved heavy-duty version. The block may be bored and or sleeved. Crankshaft main bearing caps may be substituted. No angled machining of the deck surface is allowed. Blocks must be of the same material as the production engine.

### 7.2 Crankshaft

The crankshaft is unrestricted provided the angles of the crank throws remain the same as the production crankshaft. Minimum mass as per E.A.D.

### 7.3 Connecting Rods

The connecting rods are unrestricted provided they are made of steel.

### 7.4 Pistons

Any aluminum alloy pistons may be used.

### 7.5 Camshafts

The position of the camshaft/s as well as the firing order must remain standard. The camshaft/s is a controlled component and only the camshaft/s specified in the E.A.D. is permitted. Any cam followers may

- be used. Camshaft/s operation may not include any mechanism to vary the valve timing.
- 7.6 **Cylinder Heads**  
The cylinder heads must be of the manufacturer's standard production or a SAMCAR approved replacement. Valves must be steel. Valve springs are unrestricted but must be conventional steel coil springs. Specification and standardization must be in accordance with the E.A.D.
- 7.7 **Intake Manifold**  
Intake manifolds for carbureted or fuel injected engines must be of the manufacturer's standard production or SAMCAR approved as per the E.A.D. and available to any competitor.
- 7.8 Dry sump systems are required. The oil pump must be mechanically driven by the engine.
- 7.9 **Clutch and Flywheel**  
The clutch unit is unrestricted but no carbon type clutches are permitted. The flywheel must be manufactured of steel.
- 7.10 Exhaust manifolds are unrestricted providing the system terminates in a single outlet pipe.
- 7.11 Any fuel pumps may be used.
- 7.12 The water pump must be fitted in the standard position and mechanically driven by the engine.
- 7.13 The distributor must remain in the standard position and must maintain the same firing order as the factory produced engine.
- 7.14 Compression Ratio as per the E.A.D.
- 7.15 Balancing and finishing of components is free.
- 7.16 The following components are not restricted:  
Rings, bearings, gaskets, bolts, studs, nuts, pulleys, belts, filters and spark plugs.
- 7.17 **Fuel Injection:**  
Fuel injection will only be allowed on multi-valve engines. Fuel injection systems must utilize butterfly throttle control (no slide or radial throttles). All injectors must be mounted in the intake manifold with a maximum of 1 injector per cylinder. The throttle body butterfly diameters will be specified for each engine type on the E.A.D. Competitors using fuel injection systems must use the SAMCAR engine control unit (ECU).
- 7.18 **Carburetor:**  
Engines are restricted to one Holley model 4150 series HP four-barrel carburetor. The maximum venturi diameter is 35 mm and the throttle bore 44.5 mm. The carburetor spacer may have a maximum thickness of 25.4mm.
- 7.19 **Rev Limiter**  
Super GT cars with 2 valves per cylinder engines will have maximum RPM limited to 7000 rpm.  
Super GT cars with multi-valve engines will be limited to 8000 rpm.  
GT cars will be limited to 6800 rpm.
- 7.20 Final control of engine performance will be based on the air intake restrictor system. The air intake restrictor size for each engine type eligible for the series will be indicated on the E.A.D.
8. **OIL CATCH TANKS**  
Engines must be fitted with an oil catch tank so as to prevent spillage of oil onto the track. These catch tanks must be constructed of translucent material or be fitted with a translucent panel in order to gauge the contents and they must be empty at the start of the race. Minimum capacity is 4 litres.
9. **RADIATORS**  
Radiators and cooling fans for the cooling of water, engine oil and transmission oil are free of restriction provided that the basic location of the engine water radiator is not changed. The ducting of air from the back of the radiator to a vent in the bonnet is permitted providing that this duct performs no other function.
10. **FUEL**  
Fuel must conform to the specifications as described in GCR 240. Competitors must use the SAMCAR control octane booster to increase the octane of the base fuel. Control fuel of the same brand used by the competitor may be supplied by SAMCAR for use at a race meeting (official timed practice and race/s) during the course of the season.
11. **EXHAUST**  
A gas-tight exhaust system must be fitted and must not extend more than 10mm outside the bodywork and must not be directed at the floor of the car (i.e. it may not terminate in a position, which will cause fumes or excessive heat to enter the car). The exhaust may pass through the passenger compartment provided it is completely sealed from the passenger compartment by a tube or tunnel. The exhaust system shall be fitted with an effective silencer. The noise emitted from the system must not exceed 110 DB at 3500RPM when subject to the test procedure as prescribed by MSA.
12. **ELECTRICAL EQUIPMENT**  
The electrical equipment, including batteries, wiring and charging equipment, is free of restriction provided

that:

- 12.1 The battery charging equipment must be operating at the start of the race.
- 12.2 The starter must be capable of starting the engine at the start of the race.
- 12.3 Brake lights must be in working order.

### **13. GENERAL**

- 13.1 Any approved driver seat may be fitted.
- 13.2 A safety harness with a minimum of 5 mounting points must be fitted.
- 13.3 Any steering wheel may be used.
- 13.4 The dashboard is unrestricted and any instruments may be fitted.
- 13.5 The front windshield may be replaced with a polycarbonate (Lexan) material conforming to the stock windshield dimensions and of at least 5mm thickness. The windshield below the bonnet line may be cut so as to provide clearance for mechanical components. Side and rear windows may be replaced with windows made of clear polycarbonate (Lexan) material of at least 2mm thickness.
- 13.6 All windows must remain transparent over at least 75% of their area. The side window on the driver's side may be removed completely but it is recommended that a safety net be utilized.
- 13.7 Electrical cables and fluid pipes routed through the passenger compartment must be adequately insulated and meet the necessary safety requirements.
- 13.8 Data logging of car and driver performance is permitted in Super GT. Any combination of the following specified parameters may be logged during unofficial practice, official practice, qualifying and during races. Engine: oil pressure - oil and water temperature - fuel pressure and temperature - exhaust gas temperature (maximum two cylinders) and single lambda reading - battery voltage - RPM. Transmission: Gearbox and differential temperature. Chassis: vehicle speed through GPS input - vehicle speed through input from single rpm sensor mounted on the prop shaft - lateral, longitudinal and vertical G-forces - steering input - throttle position - front and rear brake line pressures - ambient temperature - barometric pressure - lap times. For GT cars, the permitted data logging will be limited to water temperature, water pressure, oil pressure, oil temperature, oil pressure cut out system, fuel pressure, battery voltage, lambda reading, RPM and lap times.
- 13.9 All cars must have an on-board fire extinguishing system with a minimum capacity of 2kg. Nozzle outlets must be located in the driver compartment as well as engine and fuel cell compartment. The extinguisher trigger must be identified with a Red "E" or an approved fire extinguisher sticker and be accessible to both rescue personnel and the driver.
- 13.10 Provision for sealing of engines, transmissions and final drive for technical inspection:  
Engine - Cross-drilling of two intake manifold bolts and two oil pan bolts.  
Transmission - Two of the top cover bolts cross-drilled.  
Differential - Two centre portion to banjo housing bolts cross-drilled.

# WESBANK V8 SUPERCARS CHAMPIONSHIP REGULATIONS FOR 2011

## 1. ELIGIBILITY

- 1.1 Cars eligible to compete in the Wesbank V8 Supercars Championship are as described in the Wesbank V8 Supercars Regulations and Specifications.
- 1.2 Drivers must satisfy both MSA and SAMCAR as to their previous racing experience. The minimum in this regard shall normally be successful participation in at least four regional saloon car events (see SSR 1).
- 1.3 Any driver wishing to make a 'one off' appearance in the series shall be required to obtain the prior written approval of the SAMCAR committee. Such approval may be withheld in circumstances where it is felt that the intended participation will not be in the interests of the series or those of motorsport in general. In the event of a dispute, MSA shall make a final ruling. Drivers making 'one off' appearances shall not be eligible to score championship points and shall also be responsible for payment of their own entry fees.

## 2. AIM OF THE CHAMPIONSHIP

The aim of the championship is to declare an S.A. National Wesbank V8 Supercars Champion, which shall be the Super GT competitor who scores the most points during the season. In addition, SAMCAR shall declare a winner of the GT class at the end of the season.

## 3. CHAMPIONSHIP POINTS

- 3.1 All races will count towards the final championship standings.
- 3.2 Only classified finishers will score points.
- 3.3 A champion will only be declared where there are at least 10 starters in the Super GT class for at least 60% of the scheduled events (refer GCR 230 and SSR 82i).
- 3.4 Points will be scored per class in each race as follows:
- |                 |   |           |                  |   |          |
|-----------------|---|-----------|------------------|---|----------|
| 1 <sup>st</sup> | – | 15 points | 7 <sup>th</sup>  | - | 6 points |
| 2 <sup>nd</sup> | – | 12 points | 8 <sup>th</sup>  | - | 5 points |
| 3 <sup>rd</sup> | – | 10 points | 9 <sup>th</sup>  | - | 4 points |
| 4 <sup>th</sup> | – | 9 points  | 10 <sup>th</sup> | - | 3 points |
| 5 <sup>th</sup> | – | 8 points  | 11 <sup>th</sup> | - | 2 points |
| 6 <sup>th</sup> | – | 7 points  | 12 <sup>th</sup> | - | 1 point  |
- 3.5 Separation of ties:  
The competitor with the greater number of first place points in all championship races (not race meetings) will be declared the champion. If this does not resolve the tie then the greater number of seconds, failing this, thirds and so on will be used to resolve the tie. If a tie still remains, then MSA will declare a winner on such basis as it deems fit.
- 3.6 Awards:
- 3.6.1 The S.A. National Champion will receive a trophy/medallion from MSA.
- 3.6.2 Trophies will be awarded by SAMCAR to the winner of the GT class, as well as to 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> places in both classes.
- 3.6.3 Starting money will be paid to all registered paid-up members of the association as per the agreement entered into with SAMCAR at the start of the season or prior to the first race participated in by the competitor.

## 4. RACE SPECIFICATIONS

- 4.1 Races shall have a rolling start.
- 4.2 Refer SSR 82 (iv), with the exception that the maximum race distance contained in this regulation shall not apply.
- 4.3 Grid positions for the races shall be irrespective of class, i.e. one or more GT cars may be ahead of Super GT cars on the grid.
- 4.4 With reference to SSR 29, grid positions for Race 2 at an event will be determined according to a competitor's fastest lap time in Race 1, except that the winner of Race 1 will start from the back of the inverted grid. Race 2 will have the front portion of the grid inverted. Competitors posting a lap time no more than 5% slower than the fastest lap time in Race 1, unless specifically excluded by the clerk of the course from taking part in the inversion on safety grounds, will be included in the inversion. The last competitor to post a time within the 5% cut-off will take up the pole position in Race 2 with the grid positions of those competitors finishing in front of that competitor inverting accordingly. Any competitor failing to post a time in Race 1 shall be required to start Race 2 from the back of the grid. In the event of there being more than one such competitor, the order between them shall be at the discretion of the Clerk of the Course acting in consultation with the official category representative/s.
- 4.5 Notwithstanding the provisions of SSR 27, the following 'qualifying percentage' will apply:  
Competitors will be required to post a lap time within 107.5% of the fastest qualifying time.  
In the event of a competitor not recording a qualifying lap time in the official qualifying session, a lap time

recorded during any one of the other official practice sessions (including the race morning warm-up) will be taken into consideration for the purposes of qualification. However, should any such lap time allow the competitor to fulfill the qualifying requirement, he shall still be required to start from the back of the grid. Should a competitor fail to achieve the qualifying percentage by the end of the warm-up session, he will not be permitted to take part in either of the scheduled races.

4.6 All qualifying sessions shall be a duration of 20 minutes for both classes combined, with the exception of Zwartkops, where there shall be 1 x 10 minute session for each of the classes.

## **5. NUMBERS; SPONSORS; ADVERTISING AND OTHER MARKINGS**

5.1 The proper display of all sponsor decals is an eligibility requirement for all entrants in the championship. Decals must appear as specified and compliance is mandatory. Sufficient contrast must be maintained between the logo and the background. Series sponsor cloth badges supplied must be displayed on the drivers' overalls (details will be supplied by way of an SAMCAR circular).

5.2 Numbers supplied by SAMCAR must be displayed on all competing cars as specified. No decals to be defaced in any way at any time. Black numbers with a white border as supplied by SAMCAR for the Super GT class. Yellow numbers on a black background for the GT class..

5.3 An additional small number must also be displayed on the top left-hand corner of the windscreen, as specified. This number shall also be supplied by SAMCAR.

5.4 Every car is to display the surname and blood group of the driver on both rear side windows, or roof sides facing outwards, of the competition vehicle at all times. Upper case letters of Arial font and 70mm high must be used.

5.5 The above are all in accordance with the SAMCAR Drivers Contract.