



## **REGULATIONS AND SPECIFICATIONS FOR THE 2012 NORTHERN REGIONS MOTORSPORT GT CLASSIC CLUB CHAMPIONSHIP**

### **MSA NORTHERN REGIONS MOTORSPORT CIRCULAR NR 40/12 (157926/134)**

#### **1. AIM OF THE CHAMPIONSHIP**

To declare a Northern Regions Club GT Classic Series Champion and Class winners.

#### **2. CONTROLLERS OF THE CHAMPIONSHIP**

The Controllers of the Championship will be Motorsport S.A. (herein referred to as MSA), who have delegated the management and control to the Northern Regions Motorsport Committee, TIPRA organisation and the GT Classic Committee.

#### **3. DEFINITION**

The GT Classic Club Championship shall be open to all sportscars manufactured locally and overseas with GT specifications to fit the regulations and specifications of the GT Classic Club Championship.

#### **4. REGULATIONS**

All qualifying races will be held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Standing Regulations and the Supplementary Regulations issued by the Promoters.

What is not specifically allowed in these regulations is deemed to be disallowed.

#### **5. ELIGIBILITY**

5.1. Cars must have the engine and chassis of the same manufacturer.

5.2. Kit cars will be permitted only with the express permission of the committee.

5.3. The Championship is open to all holders of valid competition licences issued by MSA and who are domiciled in the area under the jurisdiction of the MSA Northern Regions Motorsport Committee, the Free State and Northern Cape Committee and the KwaZulu Natal Committee. Competitors from other regions may be invited to compete on an ad-hoc basis. All competitors are to be members of TIPRA to derive any benefits of the championship. Non-members will be allowed to compete only with the express permission of TIPRA and the GT Classic Committee.

5.4. Vehicles allowed are Porsche, Ferrari, Lamborghini, Maserati, Corvette, Aston Martin, TVR, De Tomaso Pantera, Lotus (closed roof) and others as per the list in Appendix A.

The controllers may, at their discretion, accept cars not listed above.

#### **6. LATITUDES**

The following modifications and changes will be allowed for all classes:-

6.1. Bodywork must be respected and must be based on a factory built model past or present. The car must be easily recognisable as a specific model produced by the factory.

6.2. Original shell of the vehicle as manufactured by the factory must remain intact. Bodypanels can be manufactured from any material. Engine position must remain as per the factory mounting points. It is up to the competitor to prove the eligibility to the controllers.

6.3. Replicas of e.g. Porsche F series body to RS or RSR specifications or Porsche G series to 930 specifications will be allowed.

6.4. Lightening and reinforcement will be allowed.

6.5. Wings and spoilers are to be as per the manufacturers' type and model for the particular bodyshell.

6.6. Insulation material may be removed.

6.7. Passenger seat may be removed.

6.8. At least a 4 point 75mm harness will be obligatory per MSA Specification.

6.9. Cars are to have windscreen wipers, brake lights, head lights, or plexiglass type headlight covers, and dashboard. All lights to be operational.

6.10. The mass of the car is free.

6.11. Suspension modification is free.

6.12. Brake modifications are free.

6.13. Fuel Tank: Standard fuel tank as provided by the manufacturer may be retained. A racing fuel cell is allowed.

- 6.14. Roll Cage: A full roll cage is recommended per MSA/FIA specification with a minimum of 6 mounting points.
- 6.15. Battery: Battery position is free, but it must be securely mounted and sealed to the satisfaction of the scrutineers.
- 6.16. Fire extinguishers, cut out switches and drivers clothing should be per MSA specification.
- 6.17. All vehicles are required to be fitted with a forward-facing camera. This camera is to be mounted in the interior of the vehicle, viewing through the windscreen of the vehicle. The viewing angle of the camera is to include the drivers hand movements.  
Video material made available to race officials must be on a disk or suitable solid state media device in an AVI or MPG format. No video material will be considered if presented via the video cameras built in viewing screen.  
The video footage emanating from the camera of each car during an event is to be made available to the GT Classic TC on request, and shall be used in any way the GT Classic TC may deem fit.  
In the event of a competitor refusing to supply video footage on request, or a camera malfunctioning (where blame can be apportioned to the competitor following an investigation), the clerk of the course shall be empowered to penalize the offender. Penalties so applied may go so far as exclusion from the race or race meeting concerned and/or preclusion from participation in future events.

## 7. RACE FORMAT

- 7.1. The series will comprise of a sprint race as heat 1 of minimum 12 laps at short circuits and 8 laps at long circuits. A feature race will be raced in heat 2 with a minimum 15 laps at short circuits or 12 laps at long circuits or a maximum time of 30 minutes.
- 7.2. The "White Line Rule" in SSR 50 i) i) will apply for both heats excluding the 4<sup>th</sup> bullet point stating "*Conversely, competitors overtaking may not cross from the inside to the outside of the barrier line.*"
- 7.3. Based on individual performance at various race circuits, competitors will be allocated into classes. The class allocation will be calculated on the following time brackets:

		Zwartkops	Phakisa	Kyalami
GTC5	FROM:	1:06.50	1:45.00	1:52.00
	TO:	1:08.49	1:47.99	1:54.49
GTC6	FROM:	1:08.50	1:48.00	1:54.50
	TO:	1:10.99	1:51.49	1:57.99
GTC7	FROM:	1:11.00	1:51.50	1:58.00
	TO:	1:13.49	1:55.49	2:01.99
GTC8	FROM:	1:13.50	1:55.50	2:03.50
	TO:	1:16.49	1:59.99	2:07.99
GTC9	FROM:	1:16.50	2:00.00	2:08.00
	TO:	1:20.00	2:05.00	2:13.00

All the above times are in minutes and seconds.

The GT Classic Committee shall have the right to adjust the time brackets at the relevant circuit from time to time.

- 7.4. The GT Classic Committee shall determine the class in which a new car/driver combination shall compete. This initial class allocation will be one class higher than where the committee believes the car/driver combination should compete. After two race meetings, the class will be reviewed and if incorrect, the car/driver combination will be placed in the correct class. If this class re-allocation occurs within two races of the start of the season, the competitor will have the right to apply to have the points re-calculated to score the car in the correct class. This re-scoring option, will only apply for the first two races of the season.
- 7.5. The GT Classic Committee shall have the right to change a competitor's class in their sole discretion at any time.
- 7.6. Save in the case where the GT Classic Committee is of the view (in its sole discretion) that exceptional circumstances prevail, a class change to a faster class will automatically take place, if during the same season a competitor, on any official lap at a race meeting, whether in practice or a heat, breaks his/her class time by lapping faster:
- 7.6.1. On a least 2 laps at any single race meeting
- 7.6.2. On any single lap at 2 different race circuits
- 7.6.3. On at least 2 laps at the same race circuit on different race days.
- 7.7. Any class change shall take affect from the next race meeting (whether in the same season or the next).

- 7.8. The GT Classic Committee may review any class change in terms of 7.4 in its discretion on written application by the competitor, supported by good reason, after two race meetings have passed in which the competitor has participated.
- 7.9. Subject to 7.6, a competitor may at any time apply to the GT Classic Committee in writing, supported by good reason, to change a vehicle from one class to another.
- 7.10. All class changes shall be notified to the competitor in writing. Email will be considered as written notification.
- 7.11. A competitor shall not be allowed to change a vehicle from one class to another without prior written GT Classic Committee permission.
- 7.12. Any competitor who has had his/her vehicle re-classified shall have the right, within 14 days of being notified, to address the GT Classic Committee in writing, objecting to the re-classification. After considering the views of the competitor, the GT Classic Committee shall have the right to change or abide by their decision.

## 8. MINIMUM NUMBER OF STARTERS

To qualify as a round of the GT Classic Regional Championship, there must be an average of 12 starters for qualifying per event. The MSA Northern Region committee will be the final decision makers as to the inclusion of the event in the championship scoring.

## 9. GRID POSITIONS AND QUALIFYING

- 9.1. Starting grid positions for the GT Classic will be determined as per SSR 29
- 9.2. If a competitor fails to qualify the car will be placed at the back of the class that the car is in. The driver will be required to notify the CoC in writing, in order to get this approval in conjunction with the series co-ordinator.
- 9.3. Rolling starts shall have a staggered formation as per the normal standing start grid position line up, i.e. cars behind the pole car must maintain a staggered formation with each driver ensuring that the front of his/her car is behind the rear of the car next to, and ahead of, his/her car on the grid.

## 10. POINTS

- 10.1. The Championship series and events to count shall be as set out in the 2012 MSA Calendar. The series will allow the driver to discard his worst two heats of the season for the overall championship. In the event of exclusion in a particular event, that event may not be utilised as a dropped event.
- 10.2. Should there be a tie at the end of the season the competitor with the greatest number of first positions will be declared the champion, failing this seconds and then thirds and so on. If this remains ineffective the MSA Northern Regions Motorsport Committee shall declare the Champion on such a basis as it deems fit.

### 10.3. Points Scoring

10.3.1. Sprint Race Points will be scored in classes on the following basis for 5 or more cars in a class:

- 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

10.3.2. Feature Race Points will be scored in classes on the following basis for 5 or more cars in a class:

- 1<sup>st</sup>. 15 points
- 2<sup>nd</sup>. 13 points
- 3<sup>rd</sup>. 11 points
- 4<sup>th</sup>. 10 points
- 5<sup>th</sup>. 8 points
- 6<sup>th</sup>. 7 points
- 7<sup>th</sup>. 6 points
- 8<sup>th</sup>. 5 points
- 9<sup>th</sup>. 4 points
- 10<sup>th</sup>. 3 points
- 11<sup>th</sup>. 2 points
- 12<sup>th</sup>. 1 point

10.3.3. For points scoring purposes, where a competitor is beaten by a competitor of a lower class, the competitor in the lower class will be deemed to be in the same class as the competitor in the higher class thereby dropping the higher class competitor one class finishing place.

10.3.4. A competitor may accumulate points from more than one class during the season, towards the GT Classic Series. All class points shall be scored in the relevant class in which the car raced.

- 10.3.5. The minimum number of starters per class shall be 5 cars in order to be awarded full points for a class win. Two points per position will be deducted for every vehicle less than 5 classified as starters at a race meeting.
- 10.3.6. A Single Bonus point will be awarded to the competitor who qualifies fastest in official qualifying on race day. The bonus point will be awarded to the fastest qualifier in each class provided there are 3 or more starters.
- 10.3.7. A Single Bonus point will be awarded to the competitor who has the fastest overall lap on the day in a race. The bonus point will be awarded in each class provided there are 3 or more cars in the class for qualifying.
- 10.3.8. To be classified as a starter, a competitor must participate in at least one of the official practice sessions listed in the supplementary regulations for the event or participate in a race. Competitors will be given an extra ten (10) points for entering and taking part in official practice, or qualifying practice or any of the races at an away race. An away race is defined as a race meeting held outside of the Northern Regions (Phakisa, East London, Port Elizabeth or Cape Town)
- 10.3.9. Where a race meeting is held with more than one heat, each heat will be scored as a separate race. Should a heat be stopped or shortened and not re-run before completion of 75% of the full distance, no points will be scored for that heat. If only one heat is held on a day, double points will be scored for the heat.
- 10.3.10. For trophy purposes on a race day, the lowest total combined race time across the two races will determine the winner and subsequent positions in each class
- 10.3.11. The winner of the Class Challenge championship will be the competitor in the category with the most number of points. Within the Class Championship a competitor may accumulate points from more than one class (GTC5, GTC6, GTC7, GTC8 & GTC9) during the season. All class points shall be scored in the relevant class in which the car is raced.

## 11. NOTES

- 11.1. Control of the GT Classic Series is vested in a technical committee (hereafter called the Racing committee).  
A minimum of three committee members need to be involved in any technical decision. The committee reserves the right to replace any of these members during the season.
- 11.2. The committee, through MSA reserves the right to exclude any car at any time from racing, should it not satisfy the eligibility requirements.
- 11.3. The series shall be known as the GT Classic Series. All vehicles are to carry windscreen decals and numbers supplied by TIPRA and the GT Classic Committee (See also GCR 246), should these be required by a series sponsor.
- 11.4. The first set of decals and numbers will be supplied free of charge to competitors. Should a competitor require a second set of decals and numbers, the set will be for the competitors cost. The amount payable will be advised by the committee.
- 11.5. Should a competitor be competing in more than one championship with the same vehicle, the committee will make a decision on the placement of championship advertising material. The decision will be based on discussions with sponsors of both championships and the controllers of the other championship.
- 11.6. Any inexperienced competitor to be approved by committee must first compete in an autocross in the Porsche Club Time Trial series and later upgrade to racing once the committee has evaluated the applicant.

## 12. YELLOW AND RED CARD SYSTEM

- 12.1. Yellow and Red cards may be awarded by the Clerk of the Course to competitors for reckless and dangerous driving, bumping and causing damage to their own and other cars, unsportsmanlike behaviour and/or contravention of these regulations.
- 12.2. If a competitor is issued with a Yellow card, he/she will be under observation for the following two race meetings. If the competitor is penalised with a Yellow card whilst holding a previous Yellow card, he/she will automatically be penalised with a Red card.
- 12.3. If a competitor is penalised with a Red card, he/she will automatically be banned from participating in the following two GT Classic race days. Two Red cards in any one season, will automatically exclude the competitor for the rest of the season.

## APPENDIX A

Porsche 356  
Porsche 911 from pre-G to 993 (including RS/RSR)  
Porsche Carrera from G to 993  
Porsche 924/944 Turbo and Turbo Cup  
Porsche 928  
Ferrari 250 - 365  
Ferrari Dino 246  
Ferrari 308 -328  
Ferrari 355  
Lamborghini Miura  
Lamborghini Countah  
Corvette up to '95 models  
Aston Martin DB 4 – 6  
Maserati up to '95  
Jaguar E-Type  
Specialty Cars such as Zagato