



REGULATIONS AND SPECIFICATIONS FOR THE 2017 WITZENBERG MOTORKLUB GYMKHANA SERIES

MSA WESTERN CAPE MOTORSPORT CIRCULAR WC 31/2017

1. CONTROLLERS

Will be the Witzenberg Motorklub (herein referred to as WBMK) who will report to the MSA Regional Motorsport Committee.

2. AMENDMENTS

ANY Proposed/Desired changes to these Championship Regulations **must** be submitted to the Controllers for consideration at their next Committee Meeting.

The Controllers reserve the right, without prior notification, to introduce new Regulations and/or amend existing Regulations. Such changes to these Regulations **shall** be issued at least SEVEN (7) days prior to the next event being held.

3. AIM OF THE CHAMPIONSHIP

3.1. To promote motorsport at grass roots level and present newcomers to motorsport with a safe and controlled environment in which they can compete.

3.2. To declare an Overall driver and navigator winner for the series.

3.3 To declare a driver and navigator winner in each class (as per paragraph 7).

4. REGULATIONS

All events shall be held under the **2017** 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 / organisers.

5. ELIGIBILITY OF CREWS / COMPETITORS

5.1 The crew shall consist of a nominated driver and a nominated navigator. **A navigator may not be younger than 10 years old and the minimum age for a driver will be as per the normal traffic regulations –(18 years old). A driver in possession of a learners drivers licence may compete as long as his navigator has a current drivers licence**

5.2 A minimum of a MSA competitor's licence as prescribed by MSA will be required by both the driver and navigator for all events.

5.3 The series will be open to all competitors who are holders of the appropriate licence but entries will be by invitation only as decided by the organisers.

5.4 Licences will be checked during administration.

5.5 During the event only the nominated crew may be in control of a vehicle.

- 5.6 Drivers and navigators may swop seats in the same car – this will be treated as different entries;
5.7 A team may enter more than once and be displayed in the final results, but only their first (lowest number entered) must be nominated to score towards the final results;

6. MINIMUM NUMBER OF STARTERS

This will be at the sole discretion of the organisers

7. CLASSES

7.1. Class A	Front wheel drive 1851cc and above
Class B	Front wheel drive from 1651cc up to 1850cc
Class C	Front wheel drive from 1451cc up to 1650cc
Class D	Front wheel drive up to 1450cc
Class E	Rear wheel drive 2051cc and above
Class F	Rear wheel drive up to 2050cc
Class G	Specials, 4x4, Turbo, Supercharged, V8, Rotary and mid engine
Class H	Single seaters
Class I	Lady driver and Lady navigator

7.2. Four wheel quads will only be allowed by invitation.

7.3. Single seaters will not score towards the overall classification, but only towards class points.

7.4. Competitors will only be allowed the change of vehicle during the Series due to Force Majeur reasons. These reasons will be agreed to by organisers and competitors. A change of car during an event will be allowed, but the competitor will not score points for the event.

8. COMPETITION DISTANCE

This will be determined by the venue and the time of the year

9. POINTS SCORING

9.1. Overall

9.1.1. All starters to be awarded one (1) point

9.1.2. All finishers to be awarded one (1) point

9.1.3. The top forty finishers will be awarded points related to the position they finished in – i.e. 1st overall will receive forty (40) points and 40th overall will receive one (1) point

9.2. Classes

In each class points will be awarded as follows:

1st 9 points

2nd 7 points

3rd 5 points

4th 4 points

5th 3 points

6 th	2 points
7 th	1 point

9.3. Ineligible crew members shall be ignored as starters and finishers for both overall and class placing for purposes of allocation of points.

9.4. Points scored as driver will not count towards navigators points and vice versa.

10. SERIES EVENTS

All the events inscribed on the calendar will score towards the Series

11. NUMBER OF RACES/EVENTS SCORING TOWARDS CHAMPIONSHIP

Up to eight (8) events will be counting towards the 2017 Gymkhana Series – as nominated by the organisers.

12. QUALIFYING AND GRIDS

No qualifying is needed. The only grid position that will apply is that the previous winner of the same event will start in the number 1 position.

13. STARTING/FINISHING PROCEDURES

All starts will be standing starts. Cars to be set off by a series of lights.
For safety reasons vehicles must come to a complete stop, straddling a line, at the finish.

14. DEFINITION OF A FINISHER

In order to qualify as a finisher a minimum amount of runs have to be completed. This will be determined by the route and the venue for the day and will be written into the Supplementary Regulations for the event (Clerk of the Course has the final discretion).

The two fastest times will be combined for an overall result.

Where a double track is used at least one run on each side will have to be completed.

15. ANNOUNCEMENT OF POINTS AWARDED

Points for each event and the series points will be available on the WBMK website, MSA website and the MSA Cape Town office within seven (7) days after the event.

16. SEPARATION OF TIES

Any ties will be resolved in favour of the competitor who set the fastest time without penalties first. If the tie remains, the organisers will decide on any basis they may deem fit and their decision in this respect will be final.

17. DECLARATION OF WINNERS

The WBMK organizing team at its sole discretion will be responsible for declaring the winner of the Series.

18. ELIGIBILITY OF VEHICLES/SCRUTINEERING

No vehicles other than those as per paragraph 7 will be allowed.

Scrutiny will be done in an allocated area and the following will be checked:

1. Sponsors decals and official number
2. Brakes and steering mechanism
3. Tyres and rims
4. Safety belts
5. General roadworthy condition
6. Helmets and protective clothing for quad drivers there by invitation

19. ADMINISTRATION / MANAGING OF EVENTS

19.1. Permissions

Application to be made in writing to the MSA controller a minimum of **six (6) weeks prior** to the date on which the event is to be run. This application must be accompanied by the land owners permission as well as permissions from the applicable municipality and S A Police as well as compliance with all applicable by- laws.

19.2. Spectator Control

- Indemnity boards warning spectators of the dangers of motorsport shall be erected at all spectator points.
- A no mans land must be left open between the track and the spectators where possible – demarcated by tyre walls, fences, or fixed structures – whatever is applicable on the day.

19.3. Service Area

Service will only be allowed in the area prescribed by the organisers

NO ALCOHOL WILL BE ALLOWED IN THE SERVICE AREA

19.4. Documentation

Time , duration and location to be specified in the Supplementary Regulations.

19.5. Results

Provisional results will be posted as soon as possible after the last car has completed its final run and will become final after 15 minutes.

20. PENALTIES

The following penalties will be applied

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| • Short cutting or deviation from set course | slowest time plus 10 seconds |
| • Obstacle missed,entered from wrong direction,passed | 10 seconds |
| • Failing to straddle line at end | 10 seconds |
| • Touching or knocking over bollards | 10 seconds per bollard |
| • Arms protruding from vehicle | 10 seconds |
| • Jump starts | 10 seconds |
| • Failure to complete prescribed route | considered official run but with no time recorded and no re-run allowed |
| • Ignoring red flag | exclusion and a reprimand at the discretion of the C of C |

21. COMPETITORS ARRIVING LATE WITH PRIOR ARRANGEMENT

Competitor who arranged with the organisers that they will be late and have to do their runs in quick succession in order to catch up, will be slotted in as decided by the organisers. The runs that will be counting towards scoring in the series and the results of the day will be decided by the organisers after consultation with the rest of the competitors before the late competitor will be allowed to do his first run. This is done due to the fact that each event, as well as weather circumstances, being different from each other.

22. GENERAL EXCLUSION

Any misconduct like littering, racing on access roads, excessive noise and willfull damage to property by any team and its associates will result in the exclusion of the respective crews and an official complaint will be lodged with both MSA and the competitor's club.