



MOTORSPORT SOUTH AFRICA NPC

Reg. No 1995/005605/08

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MSA NATIONAL GTC CIRCULAR 10 OF 2017

The following amendments to the 2017 National GTC SSR's is made with immediate effect.

A. 2017 GTC SSR's - SPORTING REGULATIONS (GTC and GTC 2)

A1 - GTC:

1. Refer Bulletin 1 of Round 5 (Scribante) art 1.2 and MSA National GTC Circular 3 of 2017.

Add the following:

22.8.7 Traction Control

22.8.7.1 Traction control is not allowed. Only the following Life Racing ECU settings may be activated.

- K - knock control
- G - gearbox control
- I - direct injection
- E - drive by wire

22.8.7.2 All wheel speed sensors shall be disconnected and non-functional during qualifying and races.

22.8.7.3 Penalties for incorrect ECU Traction Control option is:

- i) In qualifying: drop 5 grid places for race 1 and race 2 starts.
- ii) In a race: 20 seconds added to race time.
- iii) The GTC controller's decision is final.

A2 - GTC 2:

1. Refer GTC SSR's - Sporting Regulations art 22.8.2

Due to problems with boost control after fitting the inlet restrictors, the Joker list for overboost for GTC 2 cars will be cleared before Zwartkops round 6. It will however be operational for rounds 6, 7, 8 and 9.

A3 - GTC and GTC2:

Add the following:

15. Timing Transponder

The timing transponder as supplied by the Race Organisers must be used, and fitted in the specified place. All timing transponders to be fitted on the left hand side of the car to the upright portion of the main roll bar. Must be visible from outside and height to be in the centre of the side windows.

Note: no drilling into or welding onto the main rollbar. Use clamps.

B. 2017 GTC SSR's - TECHNICAL REGULATIONS

1. Refer Bulletin 1 of Round 5 (Scribante) art 1.1 and MSA National GTC Circular 7 of 2017 art 4.

Add to art 22.2:

Only clean water, suitable for human consumption, may be used. NO additives will be allowed.

MOTORSPORT SOUTH AFRICA IS THE ONLY RECOGNISED MOTORSPORT FEDERATION IN SOUTH AFRICA



Directors: Adv. G. T. Avvakoumides (Chairman), A. Scholtz (Chief Executive Officer), A. Taylor (Financial), P. du Toit, D. Easom, J. Fourie, G. Hall, A. Harri, M. Rowe, R. Schilling, Ms N. Singh, Ms M. Spurr

2. Refer Bulletin 1 of Round 5 (Scribante) art 1.3 and GTC SSR's Technical Regulations art 21.
Add the following:
- 21.14 The Volkswagen EA888 engine may optionally disconnect the long-short inlet tract butterfly system in the inlet manifold, and accordingly remove the splitter blades in the inlet ports.
3. Refer GTC SSR Technical Regulations art 19 Dampers and Springs.
Add the following to art 19.1:
The damper specification for all GTC cars is: **GTC Specification Card OHLINS TTX36IL version 1, dated 01/03/2016, and obtainable from GTC.**
4. Refer GTC SSR's - Technical Regulations art 15
Amend as follows:
~~15. — TIMING TRANSPONDER~~
~~The timing transponder as supplied by the Race Organisers must be used, and fitted in the specified place. (Amended and moved to Sporting Regulations art 15.)~~
- Replace with: **15. RESERVED.**
- C. 2017 GTC 2 SSR's - TECHNICAL REGULATIONS**
1. Refer Bulletin 2 of Round 5 (Scribante) art 1.4 and GTC 2 SSR's Technical art 7.4 and add as follows:
Springs are free of restriction but must be made of steel. Bump rubbers are free of restriction. Ride heights are free of restriction. **The spring attachment points must remain in the OEM position, but may be made adjustable for ride height.**
2. Refer Bulletin 2 of Round 5 (Scribante) art 1.4 and GTC 2 SSR's Technical art 7.7 and add as follows:
Dampers are free of restriction, including their method of fixing, provided that the attachment points are not changed. On OEM coil-overs, the original spring seat may be made adjustable for ride height adjustment. **Where the OEM spring and damper is fitted separately, it may not be changed to a coil-over system and vice versa.**
Maximum cost allowed for four dampers is R50 000 (commercially available to any customer in South Africa). The following damper makes are allowed: SAX, KONI, Bilstein, AST, Ohlins and KW.
- D. GENERAL.**
- 1. GTC:**
- 1.1 Tyres:
The tyre regulation for Round 6, Zwartkops will be as follows:
4 new soft compound marked tyres to be used for qualifying and races one and two. only previously used and marked tyres from round 5 (PE) may be used for practice.
(These are the only credible marked tyres available)
- 2. GTC 2:**
- 2.1 Tyres:
The tyre regulation for Round 6, Zwartkops will be as follows:
4 new marked tyres will be allowed for round 6, Zwartkops.
2 of these new marked tyres for qualifying and the 2 races.
The remaining two new marked tyres to be used on the front in all three free practice sessions and then fitted to the rear for qualifying. Any previously used and marked tyres to be used on the rear for practice.
- 2.2 Weight Limit:
The minimum weight limit for all GTC 2 cars will be **1280 kg** for Zwartkops and the following races.
(The reason is that the new cars Ford Focus and Honda weigh 1300 kg, which is an unfair disadvantage)

2.3 Boost Limit:

Some cars still have to be dyno-tested at MRJ, and the minimum boost pressure figures will be published by e-mail after the tests and ratified in Bulletin 1 at Zwartkops.



WAYNE RIDDELL
SPORTING SERVICES MANAGER
4th August 2017
161289/144