



MOTORSPORT SOUTH AFRICA NPC

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MSA NATIONAL GTC CIRCULAR 11 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)

1. Refer MSA National GTC Circular 3 of 2017 art 22.8 and 22.8.2.3

Amend as follows:

- 22.8 last sentence. Boost pressure **for the GTC cars** will be recorded by calculating a 3-second rolling average logged at 50 Hz.

Boost pressure for the GTC 2 cars will be recorded by calculating a 7-second rolling average logged at 10 Hz, using the GTC "green box" data logger.

22.8.2.3 Penalties:

- iii) A Joker system will be applied **to GTC only, and not to GTC 2**. Each entry gets three Jokers for the year. A Joker allows an overboost of 30 mBar in a race or qualifying, as measured on the Life Data Logging system, or any other boost logger system specified by GTC. The TC will record Jokers used.

B. 2017 GTC SSR's - TECHNICAL REGULATIONS

1. Refer MSA National GTC Circular 10 of 2017 art B 2.

Correct the number of art **21.14** to art **21.16**

Add the following:

21.17 Engine volumetric compression ratio:

This specification is intended to keep engines racing at minimum cost, and not as a performance enhancer. Please treat as such.

21.17.1 Volkswagen EA888 CJX- engine:

- 1) Compression ratio not to exceed 9,5:1 (standard CR is 9,3:1)
- 2) Cylinder head height measured from block face to cam box face: 139,50 ±0,1 mm standard. Head skim allowed 0,30 mm to 139,20 mm minimum.
- 3) Cylinder block height measured from block deck to sump face: 278,20 mm standard. Deck skim 0,15 mm allowed to 278,05 mm minimum.
- 4) Cylinder head gasket thickness. Standard compressed is 0,8 mm. Non-standard gaskets with thickness up to 1,1 mm maximum will be allowed.
- 5) Piston protrusion above block deck will be allowed, but squish must be a minimum of 0,8 mm.
- 6) Any combination of head skim, block skim, *piston skim* and gasket thickness will be allowed so as to remain within the 9,5:1 CR maximum **and the minimum squish. The 9,5:1 CR is the primary parameter in this regulation.**
- 7) The combustion chamber shall remain standard as cast.

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21.17.2 BMW N20 engine:

- 1) Compression ratio not to exceed 10,1:1 (standard CR is 10,05:1)
- 2) Cylinder head height measured from block face to cam box face: 112,50 ±0,1 mm standard. Head skim allowed 0,30 mm to 112,20 mm minimum.
- 3) Cylinder block height measured from block deck to sump face: 221,60 mm standard. Deck skim 0,50 mm allowed to 221,10 mm minimum.
- 4) Cylinder head gasket thickness. Standard compressed is 1,0 mm with Carillo pistons (std N20 engine is 0,7 mm). Non-standard gaskets with thickness up to 1,3 mm maximum will be allowed.
- 5) Piston protrusion above block deck will be allowed, but squish must be a minimum of 0,8 mm.
- 6) Any combination of head skim, block skim, piston skim and gasket thickness will be allowed so as to remain within the 10,1:1 CR maximum and the minimum squish. The 10,1:1 CR is the primary parameter in this regulation.
- 7) The combustion chamber shall remain standard as cast.

C. 2017 GTC 2 SSR's - TECHNICAL REGULATIONS

1. Refer MSA National GTC Circular 1 of 2017 art C 4.
Cancel the amendment of clause 6.4
2. Refer GTC Bulletin 1 round 6 - Zwartkops art 1.3 and MSA 2017 GTC 2 SSR's - Technical Regulations.
Replace art 6.4 with the following:

"Flat-shifter" gear change devices will be allowed in GTC 2 under the following conditions:

1. The flat-shift device is optional. Those who want to race with the OEM shift may do so.
2. The only device which may be used is the N2MB device. (Blue box)
3. The device and cables must be fitted where it is visible and accessible to the TC's.
4. No modifications to the device will be allowed.
5. All cars which have this device fitted must have it operated by a clutch pedal switch only.



WAYNE RIDDELL
SPORTING SERVICES MANAGER

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