



MOTORSPORT SOUTH AFRICA NPC

Reg. No 1995/005605/08

www.motorsport.co.za

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MSA NATIONAL GTC CIRCULAR 1 OF 2017

The following amendments and additions to the 2017 National GTC Technical Regulations are made with immediate effect.

GTC TECHNICAL REGULATIONS

1. Add clause 6.9:

Cooling air exit aperture in the bonnet to respect the size and position specified by GTC and recorded in the Technical Passport. Weight reduction cut-outs in doors to respect the size and position specified by GTC and recorded in the Technical Passport. Anti-intrusion bars in the front doors may not be removed. Door locks, door hinges and their mounting structures may not be modified. Weight reduction cut-outs in bonnets and boot lids to respect the size and position specified by GTC and recorded in the Technical Passport. Sufficient stiffness must remain in the surrounding framework to prevent floppiness in the bonnet and boot. Hinges and their mounting structures may not be modified. Lock pins must be mounted in sturdy structures.

2. Amend clause 8 as follows:

8.1 The minimum weight of the car at the end of a race includes driver, fuel, all lubricants and coolants. Minimum weight is: GTC - 1390 kg

8.5 Any entrant not following the regulations regarding chassis and driver weight will be subject to penalties.

3. Amend clause 12 Windscreen and Sideglass as follows:

12.1 Standard OEM glass to be used all round with its standard OEM fitment methods, or:

12.2 A weight reduction process may be followed, in which acrylic glass is specified for side and rear glass. The correct acrylic glass (PMMA) for side and rear windows, 3mm thick minimum, may be obtained from ACES Plastics, Potchefstroom.

Tel no: 018 294 3077; 082 893 5583; aces@yebo.co.za

The windscreen may **not** be changed to acrylic, and must remain OEM certified Safety Glass.

4. Amend clause 18 Suspension as follows:

18.1 All suspension components as provided by GTC must be used without modification. Adjustment using the adjustable rod-ends is free, provided there is always more than 1½ diameter of thread used, not counting the lock-nut. Fine thread rod-ends will be available during 2017, supplied by GTC. For 2018 season, all cars must be upgraded to fine thread rod-ends.

5. Amend clause 21 Engine as follows:

Add clause 21.12:

The following connecting rods and pistons may be used in addition to the OEM components, as a reliability option:

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Department:
Sport and Recreation South Africa
REPUBLIC OF 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
Honorary Presidents – Mrs B. Schoeman, T. Kilburn

BMW N20 standard bore:
 Piston part no - Carillo SC 7700
 Connecting rod part no - Carillo BM_BN20_OHS_5683B6S

VW EA888 standard bore:
 Piston part no - Carillo SC 7633
 Connecting rod part no - Carillo VW_BTSL_3HS_5670B66

6. Add clause 21.13:

The BMW N20 engine may only use the steel fabricated exhaust manifold made to the VM Innovation jig. The tube size on the cylinder head side is ID 37,5 ± 1mm. The flange internal size on the turbo side is 49,5 by 38,0 ± 1mm.

7. Amend clause 22 Radiators/Coolers as follows:

Add clause 22.3:

The following charge air intercooler core may be used as an alternative to the 2016 plate & fin intercooler: Setrab 514IC-70-16, core size 514 x 223 x 70 mm. The intercooler must be fitted on top of the water radiator as approved by the GTC controllers. An IC air exit may be made in the bonnet as per clause 6.9. Ducting of air to the water radiator and charge air cooler is free, provided no additional cutouts are made in the chassis, body, grille or bumper.

8. Add to clause 23 Turbo & Wastegate:

The internal flap valve and actuator of the turbocharger as supplied, must be used for boost control.

The following amendments to the 2017 National GTC Sporting Regulations are made with immediate effect.

B. GTC SPORTING REGULATIONS

1. The GTC 2 challenge will score separately and score as per point 12.5, 12.6 and 12.7

2. Delete clause 5.5

3. Amend clause 6.2 as follows:

6.2 All GTC cars entered for a national championship race meeting must be fitted with a competition number.

4. Amend clauses 6.3, 6.4 and 6.5 as follows:

For GTC only - change all "Day-Glo Orange" to "Day-Glo Yellow".
 GTC 2 remains in "Day-Glo Orange".

5. Amend clause 12.1 as follows:

The Global Touring Car Driver Championship shall be open to drivers participating in the GTC Championship and there will be only one GTC Champion for 2017.

The GTC 2 Driver Championship shall be open to drivers participating in the GTC 2 Championship and there will be only one GTC 2 Champion for 2017.

6. Amend clause 21 Tyres as follows:

21.1 Only the following tyre compound and construction nominated by GTC can be used:

- 21.1.1 GTC: - Dunlop SP Sport 280/680R18 H slick tyre hard compound.
 - Dunlop SP Sport 280/680R18 S slick tyre soft compound.
 - Dunlop SP Sport 280/680R18 R92 rain tyre.
 21.1.2 GTC 2: - Dunlop DZ03 G 225/45R17 H1 compound.

- 21.2 GTC Competitors shall only be allowed four (4) new tyres per race meeting, and GTC 2 Competitors shall only be allowed two (2) new tyres per race meeting. These tyres shall be ordered from ATS via a GTC tyre order form allocated for competitors.
- 21.3 All GTC competitors must start the official qualifying session on a brand new, marked, unscrubbed set of four tyres, taken from the allocated new tyres for the race meeting.
GTC 2 must start the official qualifying session on 2 brand new marked tyres taken from the allocated new tyres for the race meeting, and two previously marked tyres.
All competitors may only use previously marked tyres for practice.
- 21.4 At the first race of the season the allocation will be:
- 21.4.1 GTC: Eight (8) new tyres will be allocated to each competitor, four of which must be new and used for Official Qualifying and the Race, and four may be used for practice in addition to previously marked tyres.
- 21.4.2 GTC 2: Six (6) new tyres will be allocated to each competitor, two of which must be new and used for Official Qualifying and the Race, and four may be used for practice in addition to previously marked tyres.
- 21.5 All competitors shall only be allowed four (4) new wet weather tyres per race meeting, once the race has been declared a wet race by the CoC.
- 21.6 All tyres shall be numbered and recorded by Dunlop and must only be allocated to a car, identified by its competition number, and no tyres may be transferred between Cars or Teams.
- 21.7 It is the responsibility of the competitor / entrant to ensure that the tyre markings remain on the tyres, as the use of unmarked tyres at any time will result in the exclusion of the offending competitor from the session or race concerned.
- 21.8 Should any competitor have an issue (flat / damaged) with any tyre during a race meeting, subject to the approval of the controllers and Dunlop, he / she will be allowed to use tyres from a previous race meeting that has been marked for that competitor (used tyres only).
- 21.9 Only Nitrogen or air may be used to inflate tyres.
- 21.10 Pressure controlling devices / valves must not be used.
- 21.11 Teams must not chemically treat or alter the tyres.
- 21.12 Tyre blankets, tyre warming devices and heaters are not allowed.
- 21.13 The Endurance race tyre allocation shall be part of Endurance Race rules as per a MSA circular.

The following amendments to the 2017 National GTC2 Technical Regulations are made with immediate effect.

C. GTC 2 TECHNICAL REGULATIONS

1. Add to clause 4.1 Weight Limit:
The minimum weight of the car at the end of a race includes driver, fuel, all lubricants and coolants. Minimum weights are as follows: GTC 2 - **1270 kg**
Any entrant not following the regulations regarding chassis and driver weight will be subject to penalties.

2. **Add to clause 4.4:**
AIM data logging devices available from Van der Linde Systems, Leeroy Poulter Motor Sport, or George Barkhuizen.
3. **Add to clause 5.1:**
The Dastek Unichip piggyback unit may be chosen to suit the OEM ECU best, so as to comply with the requirements of clause 5.1
4. **Amend clause 6.4 as follows:**
Gearshift and clutch mechanisms, including ECU software must be to OEM specification. Any form of assisted full throttle gear change system will not be allowed in GTC2.
5. **Amend clause 10.2 as follows:**
Front Brakes: disc diameter 330 mm \pm 1,5 mm and thickness not exceeding 32 mm
6. **Amend clause 10.6 as follows:**
Servo brake assistance: OEM standard.
7. **Amend clause 10.10 as follows:**
Proportional pressure valves (pressure limiters) may be disconnected, removed, or fitted in the rear brake system.
8. **Amend clause 12.2.6 as follows:**
It is permitted to remove all interior trim, including hood linings, passenger seats, carpets and sound deadening materials. The original dashboard and instrument cluster surrounds must remain in place. The doors must be clad to obscure the window winder mechanisms. The method of cladding is free, as long as it is neatly presented. Body panels, door panels and interiors, roof supports, or any part of the body welded structure may not be cut or removed to lighten the car. It is permitted to cut the speaker bulges out of the door panel to facilitate the fitting of flat sheet interior door covers only. These cut-outs are to be approved by the controllers, and documented in the Technical Passport.

D. GENERAL.

1. **GTC:**
 - 1.1 The boost limits for Cape Town race will be finalised after dyno testing and communicated to all.
 - 1.2 The tyre compound for Cape Town race is HARD.
 - 1.3 The drop gear ratio for Cape Town is 1,13:1
 - 1.4 Push to Pass will not be operational for Cape Town.
2. **GTC 2:**
 - 2.1 Performance control measures for Cape Town race will be finalised after dyno testing and communicated to all.
 - 2.2 Restrictors will be fitted to all GTC 2 cars according to specification FIA App J Art 255.5.1.8.3 This will be done after testing after Cape Town. Please prepare.



WAYNE RIDDELL
SPORTING SERVICES MANAGER

17th March 2017
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