



MOTORSPORT SOUTH AFRICA NPC

Reg. No 1995/005605/08

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MSA NATIONAL GTC CIRCULAR 2 OF 2019

The following amendments to the National GTC Sporting and Technical Regulations are made with immediate effect:

1. GTC SSR's: **PART 1: SPORTING REGULATIONS AND GTC CIRCULAR 1 of 2019**

1.1 Refer to art 20.1 **Practice/Testing** :

GTC and GTC 2: The following has been listed as the 2019 home circuits for the Teams:

i) Aldo Scribante Circuit, Port Elizabeth:

- Terry Moss Racing Team/Audi

ii) Zwartkops Raceway, Pretoria:

- Volkswagen Motor Sport/Jetta + Golf 7

- VMI/BMW

~~- EPS Courier Services/BMW~~

- RSC Racing/Toyota

- Stuart Thompson/BMW

- Golf 7/Smalberger

- Ford Focus/Bob Neill

- Golf 7/Paul Hill

- Golf 7/Trevor Bland

- Mini Cooper JCW/Fast Racing

iii) *Redstar Raceway, Delmas:*

- EPS Courier Services/BMW

1.2 Refer to art **21.1 Boost Control:**

GTC and GTC 2: Add the following:

All BoP parameters are applicable on the circuit from pit lane exit to pit lane entry.

1.3 Refer to art 21.1.2 **GTC 2 BOOST MONITOR METHOD:**

Add art v): Linearisation:

- boost pressure sensor graph to be linear with a slope of 1000mBar/v and to pass through the Barometer Absolute Pressure (BAP) value at -1 volts.

- the BAP values may be calibrated by a GTC pressure calibration jig. All GTC 2 AIM Data Logging systems to read the same pressure values as the calibration jig.

- barometer Absolute Pressure (BAP) settings for the 2019 season will be as follows:

- coastal races 980 mBar.

- inland races 830 mBar.

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



Department:
Sport and Recreation South Africa
REPUBLIC OF SOUTH AFRICA

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1.4 Refer to art 21.1.3 ii) **Boost Limits:**

Ford Focus ST - to be advised by bulletin after dyno testing.

CAR	BOOST (mBar)	RESTRICTOR SIZE (mm)	Ignition Timing (°BTDC)
Ford Focus ST	<i>tba</i>	38	2° max

1.5 Amend the following: 21.4.6 **Boost Map Calibration GTC:**

i) **Manifold Absolute Pressure Sensor 1A**

- Barometer Absolute Pressure (BAP) settings ~~to be determined for each event and published in a race bulletin for the 2019 season will be as follows:~~

- coastal races 980 mBar.
- inland races 830 mBar.

2. GTC SSR's: GTC TECHNICAL REGULATIONS

2.1 Refer to art 5 **AERODYNAMIC AIDS:**

Art 2.1 of GTC Circular 1 of 2019 remains in place for round two at Zwartkops on 5 & 6 April 2019. More measurements are required, which will be done at Zwartkops. With the data collected, a balanced decision will be made with regards to the position of the splitter and the cooling air inlet area. This will be effective from round 3 at Killarney.

2.2 Refer to arts 21.1 Engine and 21.13 Dry sump *lubrication* system.

Add art 21.13.3 Dry sump:

The oil sump as supplied by GTC may be modified to increase the scavenge oil flow as follows:

- *the windage tray drains may be increased in size by knife-edging the upper edge and chamfering the lower edge. The no 4 cylinder drain may be extended to coincide with no 4 big end bearing.*
- *the three jig ribs may be lowered by 10mm to lower the oil level if collecting on the windage tray. The ribs must also be scalloped at the block mounting face sides to allow free oil flow from the cylinder head drains.*
- *the mesh in the oil galley may be removed and replaced by hydraulic in-line mesh filters.*
- *the bottom cover plate may be recessed by 4mm to increase oil volume. The cover bolt holes may be counter bored by 4mm to fit Allen cap screws in place of countersink screws.*
- *fit a grub screw in the BMW N20 block oil gallery to blank off the oil flow where the original oil pressure control valve was located.*
- *remove the blank-off in the scavenge pump outlet, and fit a second -12 return hose to the oil tank. The second return fitting to be fitted on the tank must be fitted to direct the oil flow in the same tangential direction as the original return fitting. This is to ensure centrifugal downflow on the tank sidewall to assist with de-aeration.*

The above changes are optional for BMW N20 as well as VW EA888 engines. The dimensions as changed will be updated in the CAD models of the sumps, and will be the specification to which all new sumps will be manufactured and supplied by GTC.

ISSUED BY: ALLISON ATKINSON (MSA SPORT COORDINATOR) ON BEHALF OF THE CHAMPIONSHIP CONTROLLERS

3 April 2019
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