



MOTORSPORT SOUTH AFRICA NPC

Reg. No 1995/005605/08

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MSA NATIONAL GTC CHAMPIONSHIP CIRCULAR 04 OF 2018

The following amendments to the National GTC Regulations (Version 2) are made with immediate effect:

1. GTC SPORTING REGULATIONS V2

1.1 GTC:

1.1.1 Amend Art. 21.4.7 Push-to-Pass calibration as follows:

Push to pass will be operational at the upcoming East London event. The final calibration settings will be specified in a bulletin after final track testing at East London circuit on 15/06/2018. Preliminary settings will be supplied by GTC to all teams via Dropbox.

1.2 GTC 2:

1.2.1 Amend Art 21.4.1 Ignition Timing as follows:

iii) Honda Civic:

Not to exceed 0° in Unichip ignition timing table and OEM settings in ECU.

2. GTC TECHNICAL REGULATIONS V2

2.1 Amend Art 5.2 Wings as follows:

An updated wing bracket will be supplied by GTC, drawing no *GTC-WING-03-04, which specifies the dimensions and hole sizes to be respected.* Undersize bolts and oversize holes will constitute a technical infringement.

The controlling wing position dimensions are:

- *the vertical dimension wing height(normalised from chassis) will be 1210± 10 mm.*
- *the horizontal dimension wing distance from suspension mount, parallel to floor plane, will be 1400±10mm.*
- *both dimensions measured to the upper rear end of the wing centre set at highest position i.e. lowest drag.*

The stays may be modified to obtain the above dimensions. The TC's will approve the position of the wing and their decision is final.

2.2 Refer Technical Regulations Art 6.9 and Circular 3 of 2018 Art 2.1:

Amend Art 6.9 **Body & Chassis** as follows:

Cooling air ~~exit~~-apertures in the bonnet to respect the size and position as specified by GTC and recorded in the TP. *The aperture frames may not be higher than 40mm above bonnet level.*

2.3 Add Art 6.11 **Gearbox floor cutout:**

A cut-out in the floor under the rear seat area may be made directly above the gearbox selector and Shiftec to facilitate servicing and repair. The cut-out may not be in or through structural members. The cut-out must have a leak-proof and flameproof removable cover to prevent fuel and flames from entering the driver's compartment.

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), D. Easom, J. Fourie G. Hall, A. Harri, E. Murray, M. Rowe, R. Schilling, Ms M. Spurr, S. Van der Merwe

2.4 Refer Art 29.11:
*The only drop gear ratio allowed for the East London race will be 1.091:1
Thereafter the drop gear ratio will revert back to 1.13:1 for the remainder of the 2018 season.*

2.5 Refer Art 31.2 and 31.3 Tyres:
To be advised by bulletin.

3. GTC 2 TECHNICAL REGULATIONS (V2)

3.1 Refer Art 5.1 ECU and add the following:
E.C.U.s (Engine Control Units), wiring looms and sensor units: No modifications allowed, except the addition of a DASTEK UNICHIP piggyback unit, chosen to suit the ECU best, may be fitted.
Only one piggyback unit may be in the car.

3.2 Refer Art 6.4 Transmission and add the following:
6.4 The OEM mechanical gear change system must be retained. "Flat-shift" gear change systems will not be allowed *in the car.*

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

07th June 2018

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