



# MOTORSPORT SOUTH AFRICA NPC

Reg. No 1995/005605/08

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## MSA NATIONAL GTC CHAMPIONSHIP CIRCULAR 06 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 Please amend and add to art 21.4.6 **Boost Map calibration** as follows:

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

- Linearisation – **boost pressure sensor graph to be linear with a slope of 1000mBar/v and to pass through the Barometer Absolute Pressure (BAP) value.**
- **Barometer Absolute Pressure (BAP) settings to be determined for each event and published in a race bulletin.**

1.1.2 Please amend art 21.4.7 **Push-to-Pass calibration** as follows:

1.1.2.1 **The Life ECU must be set up for push to pass exactly as per GTC instructions.**

1.1.2.2 **The maximum absolute boost pressure for GTC qualifying may not be exceeded as specified in MSA Circular 2 of 2018 art 1.3**

1.1.2.3 **The maximum absolute boost pressure for GTC races may not be exceeded as specified in art 21.1.3 (MSA circular 1.3 of 02-2018).**

1.1.2.4 **Push to pass will operate as follows:**

- i) **The number and duration of push to pass activations per race will be determined before the event, based on the number and distance of laps. This will be published in a race bulletin.**
- ii) **NO push to pass activations will be allowed on lap 1. Only after passing the Life timing beacon at the end of lap one may the push to pass be activated. Activating push to pass on lap one will be penalised by 30 seconds per activation.**

1.1.2.5 **Push to pass activations in the event of a red flag(refer Circuit Racing SSR 43):**

- i) **Should the race be red flagged with less than two laps completed, the race will be restarted as a new race. The push to pass activations may be reset to the original number of activations before the restart of the new race.**
- ii) **Should the race be red flagged with more than two laps completed, the race will be restarted as a second part of the original race. The push to pass activations will not be reset, but continue with the balance from the first part of the race.**

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



Directors: A. Scholtz (Chief Executive Officer), A. Taylor (Financial), D. Easom,  
G. Hall, A. Harri, E. Murray, M. Rowe, R. Schilling, Ms M. Spurr, S. Van der Merwe

1.1.3 Please amend MSA Circular 02 of 2018 art 1.3 as follows:

The maximum absolute manifold pressure as measured on the Life Data logging system, or any other data logging system as specified by GTC, shall not exceed the following:

All cars: 2140 mBar in race mode *without push to pass activation* (335 kW, 450 hp)  
2340 mbar in *qualifying and in Push-to-Pass activated race mode* (373 kW, 500 hp)

**1.2 GTC 2:**

1.2.1 Please confirm arts 21.1.3 **Boost Limits GTC 2**, 21.3 **Inlet Air Restrictors GTC 2**, 21.4.1 **Ignition Timing GTC 2** as follows:

CAR	BOOST (mBar)	RESTRICTOR SIZE (mm)	Ignition Timing °BTDC
Golf 7 GTi	2180	36	2°
Mini Cooper JCW	2220	38	OEM
Honda Civic Type R	2000	36	0°
Ford Focus ST	2300	38	2°

**2. GTC TECHNICAL REGULATIONS v2.**

2.1 Please refer to art 29.11 **Gearbox:**

*The only drop gear ratio allowed for the remaining races in 2018 will be 1.1304:1*

2.2 Please correct art 29.11 **Gearbox** as follows:

*Drop gear ratio long - 23:23 teeth. 1:1*

*- gear part numbers: Albins P13810 and P13811*

*Drop gear ratio short - 23:26 teeth. 1,1304:1*

*- gear part numbers: Albins P13808 and P13809*

2.3 Please refer to art 31.2.3 **Tyres:**

Damaged tyre replacements *for races* to be taken from previously used and marked *in the same season* for the specific car. *The replacement tyre must be of equivalent wear to the damaged tyre. The tyre numbers must be recorded by ATS and approved by the TC's.*

**3. GTC 2 TECHNICAL REGULATIONS v2.**

3.1 Please refer to art 8.3.1 **Tyres:**

32x Dunlop slick tyres for the whole season. Two new per race meeting, rest from previously *raced and marked in the same season for the specific car*. Four (4) new for the first race.

3.2 Please refer to art 8.3.2 **Tyres:**

Damaged tyre replacements *for races* to be taken from previously used and marked *in the same season* for the specific car. *The replacement tyre must be of equivalent wear to the damaged tyre. The tyre numbers must be recorded by ATS and approved by the TC's.*

**General**

In a recent GTC meeting, it was agreed that the BMW team gear blip settings would be made available for all teams. These settings are not compulsory to use however, they are transparent for all teams. Should any team require any further information on these settings they can contact Vic Maharaj directly. Below are the links to download these settings.

1. Calibration -> Gear Blip (everything that is contained here including Direct On/Off Blip Actuator & Progressive Blip with PreBlip) [Gear Blip.png](#)

2. Calibration -> Calibration Switches -> Gear Shift -> Pre-Blip Target (copy the 3D map) [Gearshift Pre-Blip Target.png](#)
3. Calibration -> Run-Mode Fuelling -> Corrections -> Overrun Fuel Cutoff (everything contained here) [Overrun Fuel Cut-Off.png](#)
4. Calibration -> Sensors -> Defined Sensors and Trip Setups -> Throttle Position -> Closed Throttle Detection (everything contained here) [Throttle Position - Closed throttle detection.png](#)

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

11<sup>th</sup> July 2018

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