



MOTORSPORT SOUTH AFRICA NPC

Reg. No 1995/005605/08

www.motorsport.co.za

2nd Floor, Meersig 1, Cnr. Upper Lake Lane & Constantia Boulevard, Constantia Kloof, Roodepoort. P.O. Box 6677, Weltevreden, 1715
e-mail: msa@motorsport.co.za Telephone (011) 675 2220 Fax: (011) 675 2219, National Number: 0861 MSA MSA (0861 672 672)

MSA NATIONAL GTC CIRCULAR 7 OF 2017

The following amendments to the 2017 National GTC SSR's are made with immediate effect.

A. 2017 GTC SSR's - SPORTING REGULATIONS (GTC and GTC 2)

1. Refer article 22.8.3.1 in The National GTC Circular 3 of 2017 and add the following:

- 22.8.3.1.a Penalties:
The penalty for exceeding the specified ignition advance limit is:
i) In qualifying: drop 5 grid places for race 1 and race 2 starts.
ii) In a race: 20 seconds added to race time.

Refer article 25 Driving Standards in The National GTC Sporting regulations

- 25.1 Any competitor who feels aggrieved by another's driving standard and or driver's conduct has the right to protest in accordance ~~to~~ with the regulations.
- 25.2 Incident reports for drivers' standards and drivers conduct will not be accepted by the ~~CoC~~ officials.
- 25.3 As an aid to adjudication of disputes involving driving incidents that are protested, all competing cars must be fitted with both forward and rear facing video cameras, ~~in a position determined by the controllers~~ these must be so mounted that it has a clear view forward facing out of the car, and must include a visual of the drivers steering wheel, and then rear view must be so mounted to have at the very least a clear view out of the rear window and in good working order, during qualifying and all races. Failure to ~~do so~~ supply said footage immediately upon request will render the offender be penalized with a ~~minimum of a three (3) place~~ 10 point penalty in the championship. Repeat offences could include exclusion of the race, races and qualifying.

Further, no camera maybe tampered with removed or otherwise until time for protest has expired by anyone.

Competitors are further required to preserve all footage until at least the Wednesday following a post-race weekend. When requested to present footage only unedited footage must be presented to the officials.

- 25.4 Competitors that are part of a protested incident that do not have footage available will automatically receive the above listed penalty ~~be found as the guilty party~~. However this does not negate the necessity for the officials to investigate the matter further.
- 25.7.2 Reckless Driving: Any unintentional action by a driver which creates serious risk to others. Any competitor found to have breached this will get at minimum a three (3) place penalty. A second offense will carry a penalty of 5 place ~~of no push to pass for the next two (2) races (not race meetings)~~. Multiple offenses (three (3) or more) will get a penalty of exclusion.
- 25.10.2 Overtaking, according to the circumstances, may be carried out on either side of the lead car ~~the right or the left~~. A driver may not deliberately leave the track without justifiable reason. More than one change of direction to defend a position is not permitted. ~~Any driver~~ The lead

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



sport & recreation
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,

car in defending an overtaking maneuver having earlier defended his position off-line, should leave at least one car width on the defending side available for the challenger and his own car ~~the left or the right between his own car~~ and the edge of the track on the approach to the corner. However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences will be reported to the DCO, CoC and Stewards of the Meeting.

- 25.10.6 Corners, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. ~~Overtaking, according to the possibilities of the moment, may be done either on the right or on the left. However, manoeuvres liable to hinder other drivers, such as premature direction changes, deliberate crowding of cars towards the inside or the outside of a curve or any other abnormal change of direction, are strictly prohibited and shall be penalised, according to the seriousness and repetition of the offences, by penalties ranging from a warning to exclusion from the race. The repetition of dangerous driving, even involuntarily, will result in a penalty from the DCO.~~

B. 2017 GTC SSR's - TECHNICAL REGULATIONS

1. Refer article 18.2 and amend as follows:

18.2 Toe, camber and castor may be adjusted, provided they are within the chassis Manufacturer's suspension specifications.

Anti-dive, ~~and~~ anti-squat ~~and bump steer~~ may be adjusted using different length top hats and flat spacers only. ~~The clevises and brackets where the linkages fit into may not be moved or modified.~~

2. Refer article 21 and add the following:

21.14 Flywheel and crankshaft damper.

21.14.1 The BMW N20 engine may use a steel flywheel fitted to the crankshaft with external diameter not exceeding 210 mm, and width not exceeding 20 mm. Mass not exceeding 4,6 kg. Refer drawing VM Innovations GTC-FLW-01-01. The BMW N20 OEM balance shafts are optional.

21.14.2 The VW EA888 engine may use a steel flywheel fitted to the crankshaft with external diameter not exceeding 199,5 mm, and width not exceeding 20mm. Mass not exceeding 5,85 kg with integral adapter, and mass not exceeding 4,2 kg without adapter. Refer TMR drawings dated 31/03/2017. The VW EA888 OEM balance shafts are optional.

21.14.3 The VW EA888 engine may use a hydraulic crankshaft vibration damper fitted to the nose of the crankshaft. "Fluidamper" part no 551231.

21.15 Dry sump oil pump system.

21.15.1 Pump and crankshaft drive pulleys: - fit the pump pulley retainer as per GTC drawing GTC-OP-01 (+ GTC-OP-02 optional) to prevent the pulley moving forwards and backwards on the shaft, preventing loss of the drive belt. - both the drive pulleys have to be reworked to fit the drive belts. The outer diameter (narrow "teeth") of the pulleys have to be decreased slightly to allow the belt to carry the load on the rounded portion of the teeth without the belt touching the narrow ends of the teeth. The best way to do this is to clamp the pulley in a lathe chuck and run fine emery tape over the outside diameter. Take care not to make a cone shape. It only requires 0,1 to 0,2 mm material removal, as well as deburring or slight chamfering of the narrow teeth outer corners. Put a belt around the pulley, pull tight by hand, hold against a light. A sliver of light should be visible between belt and narrow ends of teeth, whilst no light should be visible through the rounded parts. Engineer's blue can also be used to check.

Always inspect the inside of the belts for undue wear on the narrow flat portion between the rounded teeth, as well as in the corners between the narrow flat portion and the rounded teeth. Wear on the two sides of the belt indicate misalignment between the two pulleys. Also inspect for stone damage. Small stones kicked up and getting caught between belt and teeth can punch through the belt backing and cause failure. Belts should always be inspected after a trip into the kitty litter.

21.15.2 Pump stay:

Fit the pump bracket stay from the back of the pump housing to the engine block as per GTC drawing. The drawing will be available for the GTC controllers. This component is required to prevent the pump

moving when a belt load is applied. The pump movement may lead to belt misalignment and loss of the drive belt.

3. Refer article 21. ENGINE and delete:

Delete articles 21.8 and 21.9. Was amended and moved to Sporting Regulations Art 22.8 by GTC Circular 3 of 2017.

4. Refer article 22.2 and amend as follows:

22.2 The fitting of a micro water spraying system in front of the radiators will be allowed. A 10 liter **maximum** water tank may be fitted with an electric pump controlled by a driver actuated on-off switch, or temperature and/or boost controlled switch actuated by the ECU. No weight compensation will be allowed. The minimum race weight remains as per the Sporting Regulations. **The sprayers may not be positioned to spray water into the engine air inlet. The GTC controllers will approve the position of the sprayers, and their decision is final.**

5. Refer article 28 and add as follows:

28.1 Propshaft. **The propshafts are under development and work-in-progress for 2018. The current fabricated and machined propshafts must be maintained and run as effective as possible until further notice.**

C. 2017 GTC 2 SSR's - TECHNICAL REGULATIONS

1. Refer article 4.2 and add as follows:

4.2.1 Induction air restrictors as supplied by GTC must be fitted to all GTC 2 cars for the Port Elizabeth race, and the rest of the season thereafter. The restrictors must be fitted in a position agreed to by the TC, and the sizes as specified by GTC. The restrictor sizes will be as follows:

38 mm ID restrictor : Mini Cooper JCW

36 mm ID restrictor : Golf 7 GTi

Golf 6 GTi

Honda Civic

Ford Focus ST

Boost for the cars may be adjusted once sufficient track data has become available.

D. GENERAL.

1. GTC:

1.1 The GTC tyre regulations for **the rest of the season** is as follows: **Dunlop soft compound tyres only.**

1.2 The drop gear ratio for **the rest of the season** is **1,13:1**

2. GTC 2:

2.1 Maximum absolute manifold boost pressure shall not exceed:

2.1.1 Mini Cooper JCW - 2370 mBar

2.1.2 Golf 7 GTi - 2180 mBar

2.1.3 Car 69 Golf 6 GTi - **1810** mBar

2.1.4 Car 4 Honda Civic - **2200** mBar

2.1.5 Car 7 Chev Cruze - **1750** mBar

These were the values as run at East London.

2.2 Minimum race weight:

Minimum race weight shall be no less than **1260** kg under conditions as specified in GTC 2 Technical Regulations art 15.

2.3 Tyres:

Two additional new race tyres will be allowed for Zwartkops practice. As per regulation, qualifying must be started on two new tyres on the front, and used marked tyres on the rear. The two "new" ex-practice tyres may be used on the rear, provided they are marked with the correct number tag and properly used, not just scrubbed for one or two laps. TC decision will be final.



WAYNE RIDDELL
SPORTING SERVICES MANAGER
8th June 2017
161239/144