



MOTORSPORT SOUTH AFRICA NPC

Reg. No 1995/005605/08

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MSA WC CIRCUIT RACING CLUB CIRCULAR 2 OF 2019

Affected parties are hereby advised of amendments made to some of the classes in respect of the power limits for the 2019 GTi Challenge Club Championship. Although changes have not been made to all classes, all classes (some with amendments) are listed below for ease of reference and to avoid any unnecessary confusion.

11. Classes:

There will be 3 point scoring classes:

Class A: This section will be split into 2 sub classes, for the sake of power to weight calculations:

- Class A1: from 118kw to max 125kw (up to 205nm)
- Class A2: max 117kw (up to 192nm)

Class B: Modified 1800 8v - to a max of 95kw (up to 170nm) or
2000 8v - to a max of 95kw (up to 170nm)

Class C: Modified 1800/1600 8v - to a max of 80kw (up to 150nm)

36. Specification Sheet - Power to Weight:

CLASS A: (This class will run on 2 weight divisions, to get an ideal power to weight figure of around 138).

- A1: Min 1070kg from 118kw to max 125kw and up to max 205nm
- A2: Min 1000kg max 117kw and up to max 192nm

CLASS B: Min 980kg up to a max of 95kw and up to 170nm

CLASS C: Min 950kg up to a max of 80kw and up to 150nm

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



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

Please also note the below changes to the rules.

12. Eligibility of Competitors and Cars:

- (i) The Official dyno is ~~Fueled Performance~~ **1st Performance** unless otherwise stated in the SR's.

37. Protests / Technical Checks:

- ~~xxii~~ **xxii)** All official power runs will be done in 4th gear across all classes.
- ~~xxii~~~~xxiii~~ **xxiii)** A dyno run may be aborted or aborted & restarted (for mechanical reasons, wheel slip etc.) at the Technical Committees discretion.
The dyno operator may utilise any of his equipment to effect a dyno run.
- ~~xxiii~~~~xxiv~~ **xxiv)** All cars front tyres will be set to 1.9 bar (pressure) before any runs commence. In the event that the cars wheel alignment has been "knocked out" during the race the committee shall allow the competitor or said representative to adjust the "toe" of the car to between 2mm toe in and 3mm toe out. Once that has been corrected the car may be placed back on the dyno for an official run.



ARLENE BROWN

CHAIRMAN – WC REGIONAL COMMITTEE

10 April 2019

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