



## REGULATIONS AND SPECIFICATIONS FOR THE 2017 INTERPROVINCIAL SPORTS CAR CHALLENGE MSA NORTHERN REGIONS MOTORSPORT CIRCULAR NR53/17 (161022/144)

The NSCC is a series of events for purpose built sports prototype racing cars competing in classes identified in the regulations as SR1, SR2, SR3, SR4, SR5 and Shelby Can-Am. Sports racing cars and replicas of cars constructed Pre-84 are not eligible for the series.

### 1. CONTROL

1.1 These regulations are drafted by the Shelby Can-Am Association technical committee in consultation with the series sponsors and drivers for final approval and publication by Motor Sport South Africa. MSA shall have overriding authority in respect of all aspects of the Challenge Series. Shelby Can-Am Association shall be responsible for organizing and administration of the NSCC Series subject to the aforementioned.

### 2. ELIGIBILITY OF DRIVERS

Drivers must have a valid competition licence. (Regional Licence Minimum)

Drivers must be paid up members of the Shelby Can-Am Association or WPMC Sports Car Racing Section.

### 3. ELIGIBILITY OF CAR

3.1 Cars must be rear engine configuration with rear wheel drive and front wheel steering. Cars must conform to basic design, technical and safety parameters as well as finish and appearance and be approved by the technical committee prior to competing in the series. Successful completion of this inspection will result in the issue of a logbook without which the car may not be raced in the series. Cars competing in the Shelby Can-Am class must comply with the 2017 Technical Regulations. The proper display of all sponsor decals is an eligibility requirement for all entrants in the championship.

### 4. COMPETITION NUMBERS AND CLASSES

4.1 Numbers and classes will be allocated by the technical committee as below but may be changed in the event of a car being reclassified as per the Sporting Regulations.

### 5. CLASSES

5.1 Cars will be placed in classes by the technical committee based on their performance.

Lap time based classes using Zwartkops and Killarney as the bench mark circuits.

Zwartkops:

SR1 under 1 min 3.0

SR2 1 min 3.0 up to 1 min 5.999

SR3 1min 6.0 up to 1 min 8.999

SR4 1 min 9.0 up to 1min11.999

SR5 1 min12.0 up to1 min 15.0

Killarney:

SR1 Under 1 min 15.0

SR2 1 min 15.0 up to 1 min 17.999

R3 1 min 18.0 up to 1 min 20.999

SR4 1 min 21.0 up to 1 min 24.999

SR5 1 min 25.0 up to 3 min 31.0

### 6. ENGINES

Maximum capacity for normally aspirated four valve engines will be 5000cc, two valve engines 6000cc and rotary engines 1308cc.

Turbocharged and supercharged engines are permitted but will be restricted to a maximum capacity of 3000cc and may be subject to boost control or intake restrictors as determined by the technical committee.

### 7. TRANSMISSION

Any make or type of transaxle unit may be used.

**8. CHASSIS**

Chassis configuration is unrestricted. The chassis must incorporate a rollover bar structure and side impact protection.

**9. BULKHEADS**

9.1 There must be an aluminum bulkhead separating the driver compartment from the compartment containing the fuel cell/s.

**10. SUSPENSION**

10.1 Suspension systems are unrestricted.

**11. ANTI ROLL BARS**

11.1 One front and one rear anti roll bar are permitted.

**12. SHOCK ABSORBERS**

12.1 Any make and type of shock absorbers may be used.

**13. BRAKES**

13.1 The braking system is free except for the following:  
Brake calipers are restricted to one caliper per wheel.  
ABS anti-lock systems are not permitted.  
Ducting of air is the only cooling permitted.

**14. EXHAUST SYSTEMS**

The noise emitted from the system must not exceed 105 DB when subject to the test procedure as described in GCR 245 by MSA.

**15. WHEELS AND TYRES**

15.1 Wheel rim diameter is unrestricted except for the Shelby Can-Am class where cars are restricted to a diameter of 16 inches.  
15.2 The make, technical specification and number of tyres per event is free except for the Shelby Can-Am class where a control tyre is specified.

**16. BODYWORK**

Bodywork must cover the wheel and tyre when viewed from above but will be accepted in terms of this regulation providing that only the tyre sidewall is visible. Bodywork must be approved by the technical committee.

**17. FUEL**

17.1 Refer to GCR 240.

**18. ELECTRICAL EQUIPMENT**

18.1 The battery, wiring, lighting, starter and alternator are free of restriction provided that:  
The starter must be capable of starting the engine at the start of the race.  
The head lights, tail lights and brake lights must be in working order.  
A rain light of at least 21 watt must be mounted at the rear of the car.

**19. GENERAL**

19.1 A safety harness with a minimum of five mounting points must be fitted.  
19.2 Cars must have an on board fire extinguishing system of at least 1.5 kg. Nozzle outlets must be located in the driver and engine compartments. The extinguisher trigger must be identified with a red E and be accessible to both rescue personnel and the driver.

- 19.3. A battery master cut-off switch must be fitted and capable of being operated from both inside and outside the car.
- 19.4. Batteries located in the driver compartment must be contained in a non-conductive battery box.

## **NATIONAL SPORTS CAR CHALLENGE SPORTING REGULATIONS 2017**

### **A. STATUS**

MSA National Challenge Championship

### **B. EVENTS**

The championship will consist of eight events as per the MSA Extreme Festival and South African Endurance Series Calendar 2017.

Extreme Festival Events will be sprint races and South African Endurance Series events will have a sprint and endurance race format.

### **C. TECHNICAL REGULATIONS**

National Sports Car Challenge 2017

Shelby Can-Am Regulations 2017

### **D. CHAMPIONSHIP AWARDS**

First overall in the championship will receive an MSA award. Awards for first second and third overall in the championship and class awards will be made by the NSCC administration.

### **E. CLASS STRUCTURE – LAP TIME BASED**

Sports Racing 1 - Sports Racing 2 - Sports Racing 3 - Sports Racing 4 - Sports Racing 5 - Shelby Can-Am.

Cars will be placed in classes by the technical committee based on their performance. The Shelby Can-Am will be the benchmark car for class rating purposes. Competitors that break out of their class during official qualifying or the race/s at an event by more than 0.5 seconds will be reclassified for the following event.

### **F. POINTS SCORING**

All races in the championship will count, each race will score separately but only classified finishers will score points. A champion will only be declared if there are at least 10 competitors that take part in 75 percent of the EVENTS. To be eligible for overall and class championship awards competitors must be classified a starter in 75 percent of the events.

Points will be awarded per race for each class as follows:

Sprint races per class: 9-6-4-3-2-1

Endurance races per class: 9-6-4-3-2-1: Endurance races that have two drivers sharing a car both drivers will score equal points.

Should there be less than four starters in a class, points in that class will be awarded as follows:

3 competitors 6-4-3

2 competitors 4-3

1 competitor 3

Should a competitor score points in a particular class and move to another class points scored will be carried forward for overall purposes.

The pole position holder in each class in the first race will receive one bonus point.

The driver setting the fastest race lap of the day in each class will be awarded one bonus point.

Bonus points scored in terms of the above will be in addition to points scored according to finishing positions in races.

Separation of ties:

The competitor with the greater number of first place points in all championship races (not race meetings) will be declared the champion. If this does not resolve the tie then the greater number of seconds, failing this, thirds and so on will be used to resolve the tie. If a tie still remains, then MSA will declare a winner on such basis as it deems fit.

**G. STARTING GRID AND RACES**

1. Grid positions for Race1 will be derived from official qualifying.
2. Competitors not posting a qualifying lap time will start Race1 from the back of the class.
3. Grid positions for the endurance race will be derived from the competitors fastest lap time posted in Race1.
4. Race distance for sprint races will be a maximum of ten laps and endurance races up to a maximum time of 2 hours.
5. All starts will be rolling as per the GCR'S and SSR'S
6. The 'white line rule' as described in SSR 50(i)(i) shall apply to all races.