



REGULATIONS AND SPECIFICATIONS FOR THE 2012 NORTHERN REGIONS MOTORSPORT GT CHALLENGE NATIONAL CHALLENGE / REGIONAL CHAMPIONSHIP

MSA NORTHERN REGIONS MOTORSPORT CIRCULAR NR17/12 (157925/134)

1. AIM OF THE CHAMPIONSHIP

To declare a Northern Regions GT Challenge Series Champion and Class winners.

2. CONTROLLERS OF THE CHAMPIONSHIP

The Controllers of the Championship will be Motorsport S.A. (herein referred to as MSA), who have delegated the management and control to the Northern Regions Motorsport Committee, TIPRA and the GT Challenge Committee.

3. DEFINITION

The GT Challenge Regional Championship shall be open to all sportscars manufactured locally and overseas with GT specifications, that fit the regulations and specifications of the GT Challenge Regional Championship.

4. REGULATIONS

All qualifying races will be held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), and all of the Standing Regulations and the Supplementary Regulations issued by the Promoters.

What is not specifically allowed in these regulations is deemed to be disallowed.

5. ELIGIBILITY

- 5.1. All competitors, including those who enter on a once off or invitational basis, are required to be paid up members of TIPRA. The TIPRA membership fee will be amended from time to time and will be published at the start of the 2012 season.
- 5.2. All cars are to participate in the pre-season scrutineering. This scrutineering will be used to determine if the vehicle complies with the Homologation Document. Late entries will be considered, but will still need to undergo the scrutineering process. The GT Challenge committee reserves the right to refuse entry into the series, by a competitor that does not comply with the scrutineering and Homologation process.
- 5.3. Cars must have the engine and chassis of the same manufacturer. No exceptions, other than specifically mentioned in the FIA homologation documents.
- 5.4. All reproductions or prototype cars will only be permitted with the express permission of the GT Challenge committee.
- 5.5. The Championship is open to all holders of valid competition licences issued by MSA and who are domiciled in the area under the jurisdiction of the MSA Northern Regions Motorsport Committee, the Free State, Northern Cape Committee and the KwaZulu Natal Committee. All competitors are to be paid up members of TIPRA to derive any benefits of the championship.
- 5.6. Vehicle makes, and models considered for the series are as per Addendum A. Cars that are not on the list are subject to a written request by the competitor, complete with Homologation Document (HD), for approval by the committee prior to entering a race, at least 14 days prior to the race meeting.
- 5.7. In all cases, when interpreting the following regulations, components on an automobile eligible to compete, must be original equipment supplied by the manufacturer unless otherwise specified in the relevant Homologation Documents (HD). Where a FIA Homologation exists for an automobile, this will be recognised as the HD for that vehicle in the GT Challenge Regional Championship.
- 5.8. Any aspect relating to the construction, modification and/or preparation of the automobile that is not specifically authorised in the present regulations and the associated Homologation Document is prohibited.
- 5.9. FIA GT2/GT3/GT4 specification automobile as per the eligibility list must run in accordance with the approved FIA homologation documentation for that automobile at all times.
- 5.10. The GT Challenge TC may, at their discretion, accept cars not listed in Addendum A. This list will be updated overtime upon request with other eligible cars.
- 5.11. Cars not listed, and cars without an approved Homologation Document, may be allowed to participate, on a once off invitational basis. These entries will need the approval of the Technical Committee. These entries will not score points towards the championship, and will not be included in the scoring of points. They will

however be able to compete for class honours on the day. These Invitational entries will be limited to two races per season.

6. LATITUDES

The following modifications and changes will be allowed for all classes, with the exception of vehicles complying with the FIA GT2/GT3/GT4 regulations. The modifications are to be detailed in the Homologation Document.

- 6.1.** Bodywork must be respected and must be based on a factory built model past or present. The car must be easily recognisable as a specific model produced by the factory. A competitor may request a deviation from the factory model, in writing to the GT Challenge TC. Should the change in bodywork be approved by the GT Challenge TC, the necessary HD shall be updated.
- 6.2.** Original shell of the vehicle as manufactured by the factory must remain intact. Engine position must remain as per the factory mounting points. It is up to the competitor to prove the eligibility to the GT Challenge TC. The dome of the vehicle must remain as per the original manufacturer's specification. The material of manufacture for the fenders, bumpers, sills, bonnet, boot and windows are free.
- 6.3.** Reproductions of e.g. Porsche F series body to RS or RSR specifications or Porsche G series to 930 specifications will be allowed.
- 6.4.** Lightening and reinforcement will be allowed as per the factory. It is up to the competitor to prove the eligibility to the controllers.
- 6.5.** Wings and spoilers are to be as per the manufacturers' type and model for the particular body shell. Should a competitor want to change the wing or spoiler, to something different to that stated in the HD, a written motivation for the deviation from the HD document is to be submitted to the GT Challenge TC for consideration. Should the change be approved by the committee, the HD would then be updated to include the new specifications approved by the committee.
All replica/reproductions cars are to retain the bodywork of the original specification car, such that the vehicle remains period correct.
- 6.6.** Insulation material may be removed.
- 6.7.** Passenger seat may be removed.
- 6.8.** At least a 6 point 75mm harness will be obligatory per MSA Specification.
- 6.9.** Cars are to have windscreen wipers, brake lights, head lights, or plexiglass type headlight covers, and dashboard. All lights to be operational. Dashboard to retain original shape, design and mounting points. Material of construction is free.
The headlights may be replaced with non original lights. The replacement lights are to be forward facing, and offer suitable illumination for a night race. Should a change from the vehicle manufacturers mounting position of the head lights be required, this is to be submitted to the TC in writing, and should it be approved, the HD would then be updated.
- 6.10.** The pre-season registration will require a "Base Weight" (BW) to be taken, which will be used as a baseline for the 2011 season. The BW of the car is free, and is to be listed in the HD. This BW will be defined as the weight of the vehicle in race trim, with driver, all fluids and 5 litres of fuel.
The GT Challenge TC reserves the right to add weight to any car in order to maintain the balance of performance between the cars in a particular class.
- 6.11.** Suspension modification is free, in accordance with the HD.
- 6.12.** Brake modifications are free, in accordance with the HD.
- 6.13.** Wheel & Tyre Dimension are free. Committee reserves the right to adjust the width of the complete wheel in order to maintain the balance of performance between the cars. Measurements will be taken horizontally at axle centre line height. Wheels and tyres are to fit inside the bodywork.
Classes GTC 1, 2, 3, 4 will only be allowed the used of one new set of tyres for the official qualifying and both races, at each race meeting. Should a competitor be required to change a tyre due to damage, that competitor will be allowed to replace that tyre, on consultation with the TC, with a tyre with a similar level of use.
GTC Unlimited will have no restrictions to the number of tyres used.
- 6.14.** Fuel Tank: Standard fuel tank as provided by the manufacturer may be retained. A racing fuel cell is allowed.
- 6.15.** A roll cage, with a minimum of 6 mounting points, is required to prevent serious deformation of the bodywork in the event of a collision or a roll over. Roll cages complying with the FIA Appendix J specification (copies available from MSA) are recommended as per GCR 239.
The GT Challenge TC has the right to reject any vehicle where the roll cage is deemed to be inadequate for the intended purpose.
- 6.16.** Battery: Battery position is free, but it must be securely mounted and sealed to the satisfaction of the scrutineers.
- 6.17.** Fire extinguishers cut out switches and drivers clothing should be per MSA specification.
- 6.18.** An MSA/FIA approved Head & Neck Restraint device is compulsory for all competitors.
- 6.19.** All vehicles are required to be fitted with a forward-facing camera. This camera is to be mounted in the

interior of the vehicle, viewing through the windscreen of the vehicle. The viewing angle of the camera is to include the drivers hand movements.

Video material made available to race officials must be on a disk or suitable solid state media device in an AVI or MPG format. No video material will be considered if presented via the video cameras built in viewing screen.

The video footage emanating from the camera of each car during an event is to be made available to the GT Challenge TC on request, and shall be used in any way the GT Challenge TC may deem fit.

In the event of a competitor refusing to supply video footage on request, or a camera malfunctioning (where blame can be apportioned to the competitor following an investigation), the clerk of the course shall be empowered to penalize the offender. Penalties so applied may go so far as exclusion from the race or race meeting concerned and/or preclusion from participation in future events.

- 6.20.** No exclusive use of any of the away race circuits is permitted on the Thursday prior to a race meeting. If a competitor wishes to use the circuit on the Thursday prior to the race meeting, it is to be made available to the other competitors in the series, with costs being on a pro rata basis.

7. RACE FORMAT

- 7.1.** The series will comprise of a sprint race as heat 1 of minimum 9 laps at short circuits and 8 laps at long circuits. A feature race will be raced in heat 2 with a minimum 15 laps at short circuits or 12 laps at long circuits or a maximum time of 40 minutes.

The GT Challenge committee reserves the right to change the race format for a maximum of two meetings in a season. This race format may include an endurance race, with a compulsory pit stop. For the 2012 season this endurance race will be for a maximum of 60 minutes, plus 1 lap.

- 7.2.** The "White Line Rule" in SSR 50 i) i) will apply for both heats excluding the 4th bullet point stating "*Conversely, competitors overtaking may not cross from the inside to the outside of the barrier line.*"

- 7.3.** Communication is permitted between the pits and participating vehicles during any official practice session, official qualifying session or official race.

- 7.4.** In-car timing, by way of electronic timing equipment, stopwatches or any other means is permitted, for all classes.

8. CLASSIFICATION OF CARS

- 8.1.** The GT Challenge TC shall determine the class in which a car/driver combination shall compete. Cars shall be classed according to the performance of the individual car, and will take the cars performance capability, the HD, and the lap times the car/driver combination is capable of.

- 8.2.** The lap times used for the basic, but not limited to, classification of the cars are as follows:

CLASS		ZWARTKOPS	PHAKISA	KYALAMI
<i>Unlimited</i>	<i>Faster</i>	1:02.499	1:39.499	1:44.999
<i>GTC1</i>	<i>FROM:</i>	1:02.500	1:39.500	1:45:000
	<i>TO:</i>	1:03.499	1:40.499	1:46.499
<i>GTC2</i>	<i>FROM:</i>	1:03.500	1:40.500	1:46.500
	<i>TO:</i>	1:04.499	1:41.999	1:47.999
<i>GTC3</i>	<i>FROM:</i>	1:04.500	1:42.000	1:48.000
	<i>TO:</i>	1:06.499	1:44.499	1:50.499
<i>GTC4</i>	<i>FROM:</i>	1:06.500	1:44.500	1:50.500
	<i>TO:</i>	1:08.999	1:47.999	1:53.499

All the above times are in seconds.

The GT Challenge TC reserves the right to change the above time brackets, as it sees fit.

Save in the case where the GT Challenge committee is of the view (in its sole discretion) that exceptional circumstances prevail, a class change to a higher (faster) class will automatically take place, if during the same season a competitor, on any official lap at a race meeting, whether in practice or a heat, breaks his/her class time by lapping faster:

- On a least 2 laps at any single race meeting
- On any single lap at 2 different race circuits
- On at least 2 laps at the same race circuit on different race days.

As the class classification is performance based, no change to the car's performance is to be carried out during the season without the written permission of the GT Challenge TC. This excludes basic suspension, and car setup.

A request for a change in the performance of the vehicle is to be in writing to the GT Challenge TC, with suitable motivation, a minimum of 10 working days prior to the next event.

Should the GT Challenge TC approve the changes to the vehicle, the HD will be updated. The GT Challenge TC may choose to reclassify the vehicle, if the proposed changes are deemed to improve the car's performance, above those in the current class. This will however be carried out under consultation with the driver.

Should this submission not be entered timorously, the GT Challenge TC reserves the right to exclude the car/competitor from the upcoming event.

All GTC4 competitors need to show the ability to lap consistently faster than the minimum lap times listed below, during the official practice and qualifying, in order to be eligible to compete in the 2 heats on that particular race day. If a competitor is not eligible to compete in the two heats on race day, he will not be considered an entrant, and as such will not be considered as a starter.

The minimum lap time at each circuit is as follows:

Kyalami	2:02.000
Zwartkops	1:15.000
Phakisa	1:56.000

All the above times are in seconds.

The GT Challenge TC shall have the right to adjust the above lap times, from time to time.

8.3. All turbo charged, or forced induction cars are NOT to be fitted with any method of in car boost control. The boost level that the vehicle operates at is to be recorded in the HD for the vehicle. Should the boost level of the car need to be lowered, due to altitude or ambient air pressure, a facility for boost control in the engine bay will be allowed.

The GT Challenge TC reserves the right to fit a boost gauge to forced induction vehicles, with a method of recording maximum boost pressure.

8.4. The competitor may request, in writing to the GT Challenge TC, to alter the car in such a manner so that the car may compete in a class different to that allocated by the GT Challenge TC. This change may only be done once the competitor has received written authorisation from the GT Challenge TC.

This class change, once authorised by the GT Challenge TC, will be in effect from the next race meeting.

8.5. Should a competitor wish to deviate from the HD, he is required to apply in writing, to the GT Challenge TC. This request is to list the details of the requested changes. This application will only be considered if it is received by the GT Challenge TC 10 days prior to the event in which the changes are requested for. The GT Challenge TC reserves the right to increase the BW of the car should the change provide the competitor with an unfair advantage compared to the other competitors in the class.

8.6. All class changes shall be notified to the competitor in writing. Email will be considered as written notification.

8.7. Any competitor who has had his/her vehicle re-classified shall have the right, within 14 days of being notified, to address the GT Challenge TC in writing, objecting to the re-classification. After considering the views of the competitor, the GT Challenge TC shall have the right to change or abide by their decision.

9. MINIMUM NUMBER OF STARTERS

To qualify as a round of the GT Challenge Regional Championship, there must be an average of 15 starters for qualifying per event. The MSA Northern Region committee will be the final decision makers as to the inclusion of the event in the championship scoring.

10. GRID POSITIONS AND QUALIFYING

10.1. Starting grid positions for the GT Challenge Series will be determined as per SSR 29.

10.2. If a competitor fails to qualify the car will be placed at the back of the class that the car is in, provided there are 3 or more cars in class. If there are fewer than 3 cars in the class he will be placed at the back of the class below his class. The driver will be required to notify the CoC in writing, in order to get this approval in conjunction with the series co-ordinator.

10.3. Rolling starts shall have a staggered formation as per the normal standing start grid position line up .i.e. cars behind the pole car must maintain a staggered formation with each driver ensuring that the front of his/her car is behind the rear of the car next to, and ahead of, his/her car on the grid.

10.4. The timing transponder must be mounted, in the designated bracket, to the vehicle's roll-cage in a position:

- Behind the B-Pillar
- In "line of sight" with a window and
- On the side of the car (left or right) that will be closest to the timing tower when passing it

11. POINTS

- 11.1. The GT Challenge Regional Championship series and events to count shall be as set out in the 2012 MSA Calendar. The series will allow the driver to discard one 1st heat points and one 2nd heat points of the season for the overall Regional Championship. Should the competitor be entitled to a bonus point for the fastest lap in the heat that he wishes to drop, he is to drop the bonus point as well, he will however not be required to drop any “away points” earned.
- 11.2. Should there be a tie at the end of the season the competitor with the greatest number of first positions will be declared the champion, failing this seconds and then thirds and so on. If this remains ineffective the MSA Northern Regions Motorsport Committee shall declare the Champion on such a basis as it deems fit
- 11.3. **Points Scoring**
- 11.3.1. Sprint Race Points will be scored in classes on the following basis for 5 or more cars in a class:
- 1st. 10 points
 - 2nd. 8 points
 - 3rd. 6 points
 - 4th. 5 points
 - 5th. 4 points
 - 6th. 3 points
 - 7th. 2 points
 - 8th. 1 point
- 11.3.2. Feature Race Points will be scored in classes on the following basis for 5 or more cars in a class:
- 1st. 15 points
 - 2nd. 13 points
 - 3rd. 11 points
 - 4th. 10 points
 - 5th. 9 points
 - 6th. 8 points
 - 7th. 7 points
 - 8th. 6 points
 - 9th. 5 points
 - 10th. 4 points
 - 11th. 3 points
 - 12th. 2 points
 - 13th. 1 point
- 11.3.3. For points scoring purposes, where a competitor is beaten by a competitor of a lower class, the competitor in the lower class will be deemed to be in the same class as the competitor in the higher class thereby dropping the higher class competitor one class finishing place.
- 11.3.4. A competitor may accumulate points from more than one class during the season, towards the GT Challenge Series. All class points shall be scored in the relevant class in which the car raced.
- 11.3.5. The minimum number of starters per class shall be 5 cars in order to be awarded full points for a class win. Two points per position will be deducted for every vehicle less than 5 classified as starters at a race meeting.
- 11.3.6. A Single Bonus point will be awarded to the competitor who qualifies fastest, in official qualifying. The bonus point will be awarded to the fastest qualifier in each class provided there are 3 or more cars in the class for qualifying.
- 11.3.7. A Single Bonus point will be awarded to the competitor who has the fastest overall lap on the day in a race. The bonus point will be awarded in each class provided there are 3 or more cars in the class for both Race 1 and Race 2.
- 11.3.8. To be classified as a starter, a competitor must participate in at least one of the official practice sessions listed in the supplementary regulations for the event or participate in an official race. Competitors will be given an extra ten (10) points for entering and taking part in official practice, or official qualifying or any of the official races at an away race. An away race is defined as a race meeting held outside of the Northern Regions (Welkom, East London, Port Elizabeth or Cape Town).
- 11.3.9. Where a race meeting is held with more than one heat, each heat will be scored as a separate race. Should a heat be stopped or shortened and not re-run before completion of 75% of the full distance, no points will be scored for that heat. If only one heat is held on a day, double heat one points will be scored for the heat.
- 11.3.10. For trophy purposes on a race day, the lowest total combined race time across the two races will determine the winner and subsequent positions in each class. The GT Challenge committee has the right to award other trophies as they deem fit internally within the GT Challenge series.
- 11.3.11. The winner of the Class championship will be the competitor in the category with the most number of points. Within the Class Championship a competitor may accumulate points from more

than one class (GTC Unlimited, GTC1, GTC2, GTC3, and GTC4) during the season. All class points shall be scored in the relevant class in which the car is raced.

12. NOTES

12.1. Control of the GT Challenge Series is vested in the GT Challenge Committee. The GT Challenge Committee will be made up as follows:

- Minimum of three voted on members
- One member of the GT Challenge Technical Committee
- The 2011 Champion – drivers representative
- TIPRA Director

A minimum of three committee members need to be involved in all decisions. The committee reserves the right to replace any of these members during the season.

12.2. The GT Challenge Technical Committee will be responsible for the management and enforcement of the Regulations and Specifications of the GT Challenge Regional Championship. This Technical Committee will be made up as follows:

- Markus Minihold
- Jock Murray

12.3. Both GT Challenge TC members are to be involved in all decisions related to the enforcement of the Regulations and Specifications of the GT Challenge Regional Championship.

12.4. The GT Challenge TC may not make any changes to the Regulations and Specifications of the GT Challenge Regional Championship, without the express approval of the GT Challenge Committee.

12.5. The GT Challenge TC, through MSA reserves the right to exclude any car at any time from racing, should it not satisfy the eligibility requirements.

12.6. The series shall be known as the GT Challenge Series. All vehicles are to carry series sponsors decals and numbers supplied by TIPRA through the committee (See also GCR 246), should these be required.

12.7. The first set of decals and numbers will be supplied free of charge to competitors. Should a competitor require a second set of decals and numbers, the set will be for the competitors cost. The amount payable will be advised by the committee.

13. YELLOW AND RED CARD SYSTEM

13.1. Yellow and Red cards may be awarded by the Clerk of the Course to competitors for reckless and dangerous driving, bumping and causing damage to their own and other cars, unsportsmanlike behaviour and/or contravention of these regulations.

13.2. If a competitor is issued with a Yellow card, he/she will be under observation for the following two race meetings. If the competitor is penalised with a Yellow card whilst holding a previous Yellow card, he/she will automatically be penalised with a Red card.

13.3. If a competitor is penalised with a Red card, he/she will automatically be banned from participating in the following two GT Challenge race meetings. Two Red cards in any one season, will automatically exclude the competitor for the rest of the season.

13.4. The GT Challenge TC will enforce a driver's code of conduct. This code of conduct will be issued, by means of an MSA circular prior to the first race of the 2012 Championship.

ADDENDUM A

GT Challenge Eligible Automobiles

- All FIA-GT type cars

Examples of eligible automobiles are:

- Ferrari F430 FIA GT3-009, 01/01 EVO
- Lamborghini Gallardo FIA GT3-004, 01/01 EVO
- Aston Martin DBRS9 FIA GT3-003, 01/01 EVO, 02/01 EVO
- Dodge Viper FIA GT3-002, 01/01 EVO
- Ford GT FIA GT3-016
- Chevrolet Corvette Z06 FIA GT3-005, 01/01 EVO
- Lotus Exige GT3 FIA GT3-014
- Maserati Trofeo GSL FIA GT3-001
- Porsche 997 Cup S FIA GT3-015
- Jaguar XKR FIA GT3-012
- Ferrari 360 GT
- Dodge Viper ACR
- Porsche 911 (996) GT3 RSR
- Lamborghini Diablo GTR
- Ferrari 360 GT
- Ferrari 360 Challenge
- Ferrari 430 Challenge
- Dodge Viper ACR
- Corvette C5
- Maserati Trofeo Light
- Porsche 996 GT3 Cup Car
- Porsche 996 GT3 R
- Porsche 996 GT3 RS
- Porsche 996 GT3 RSR
- Porsche 997 GT3 RS (road version)
- Porsche 996 GT2 (road version)
- Porsche 997 GT3 Clubsport
- Porsche 996 GT3 Clubsport
- Lotus Elise M/sport 200
- Lotus GT4
- Lotus 260
- Lotus 240
- Lotus Elise, Exige, Exige S
- Nissan 350Z (FIA-GT3/GT4 Specification)
- Nissan 370Z (FIA-GT3/GT4 Specification)
- BMW M3 GTR (FIA-GT2/GT3/GT4 Specification)
- Aston Martin V8 Vantage N24
- Corvette ZO6
- Maserati Trofeo
- Porsche 996 GT3 Clubsport
- Porsche 997 GT3 Clubsport
- Ascari KZ1
- Noble (Production as per factory specifications only or FIA-GT3 Specification)
- Other automobiles that are an open or closed production automobile which has no more than one door on each side and a minimum of 2 seats manufactured by an internationally recognized manufacturer with a South African market relevance subject to application and approval by the GT Challenge TC