



REGULATIONS AND SPECIFICATIONS FOR THE 2010 NORTHERN REGIONS MOTORSPORT GT CHALLENGE NATIONAL CHALLENGE CHAMPIONSHIP & REGIONAL CHAMPIONSHIP

MSA NORTHERN REGIONS MOTORSPORT CIRCULAR NR17/10

1. AIM OF THE CHAMPIONSHIP

To declare a National Challenge GT Challenge Champion and 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 National Challenge and Regional Championships shall be open to all sportscars manufactured locally and overseas with GT specifications that fit the regulations and specifications of the GT Challenge National Challenge and 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. Any 2008 Porsche Challenge Unlimited Series cars is eligible at the committees discretion to run in the GT Challenge Series.
- 5.2. Cars must have the engine and chassis of the same manufacturer. No exclusions other than specifically mentioned in the homologated documents or eligible car list in addendum A.
- 5.3. All reproductions or prototype cars will only be permitted with the express permission of the GT Challenge committee.
- 5.4. 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 members of TIPRA to derive any benefits of the championship. All race vehicles that partake must be registered with TIPRA. A registration and inspection fee of R3,500 will be payable. This inspection will be done by each of the respective committees. The competitor may alternatively become a full member of the Porsche Club of SA – Central at the standard annual membership fee plus an administration fee to TIPRA. In the event the Competitor chooses this membership option, the registration and inspection fee is waived as a benefit of the membership.
- 5.5. Vehicles makes 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 for approval by the committee prior to entering a race.

- 5.6. 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 GT2, GT3 or GT4 Specification cars.
- 5.7. 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.
- 5.8. 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.
- 5.9. The controllers may, at their discretion, accept cars not listed in Addendum A. This list will be updated overtime upon request with other eligible cars.
- 5.10. Cars not listed may be allowed to participate, on a once off, invitational basis. 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.

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:-

- 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.
- 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 committee.
- 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 bodyshell.
- 6.6. Insulation material may be removed.
- 6.7. Passenger seat may be removed.
- 6.8. At least a 4 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.
- 6.10. The mass of the car is free. The Committee however reserves the right to add a minimum weight to any car in order to maintain the balance of performance between the cars. Pre-season registration will require a wet weight to be taken which will be used as a baseline for the 2010 season.
- 6.11. Suspension modification is free.
- 6.12. Brake modifications are free.



- 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.
- 6.14. Fuel Tank: Standard fuel tank as provided by the manufacturer may be retained. A racing fuel cell is allowed.
- 6.15. Roll Cage: A full roll cage is recommended per MSA/FIA specification with a minimum of 6 mounting points.
- 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. All vehicles are required to be fitted with a MDV 80S Solid State Micro VGA Video Camera in a forward-facing position, viewing through the windscreen of the vehicle. As an alternative a camera of equal quality may be used if agreed to by the GT Challenge committee. 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 camera's 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 Committee on request, and shall be used in any way the GT Challenge Committee 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 penalise 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.

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 or a maximum time of 25 minutes. 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.
- 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. Based on individual performance at various race circuits, competitors will be allocated into classes. The class allocation will be calculated on the following time brackets:

CLASS		ZWARTKOPS	PHAKISA	KYALAMI
Class A Breakout		1:01.999	1:39.000	1:46:000
A	TO:	1:02.999	1:40.499	1:46.499
B	FROM:	1:03.000	1:40.500	1:46.500
	TO:	1:04.999	1:42.999	1:48.999
C	FROM:	1:05.000	1:43.000	1:49.000
	TO:	1:06.999	1:45.499	1:51.499
D	FROM:	1:07.000	1:45.500	1:51.500
	TO:	1:09.499	1:48.499	1:54.499
E	FROM:	1:09.500	1:48.500	1:54.500
	TO:	1:11.999	1:51.999	1:57.999

F	FROM:	1:12.000	1:52.000	1:58.000
	TO:	1:15.000	1:56.000	2:02.000

All the above times are in seconds.

All competitors in class F must demonstrate the ability to lap consistently faster than the above minimum class F times, 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.

An additional FIA-GT4 class will be run and administered by an external technical committee who have been appointed to run this class as per the FIA-GT4 regulations within the GT Challenge series. These cars will compete in a GT4 class and in their respective time-based classes.

The GT Challenge committee shall have the right to adjust the time brackets at the relevant circuit from time to time.

- 7.4. The GT Challenge committee shall determine the class in which a new car/driver combination shall compete. This initial class allocation may be one class higher than where the committee believes the car/driver combination should compete. After two race meetings, the class will be reviewed and if incorrect, the car/driver combination will be placed in the correct class. If this class re-allocation occurs within two races of the start of the season, the competitor will have the right to apply to have the points re-calculated to score the car in the correct class. This re-scoring option, will only apply for the first two race meetings of the season.

The GT Challenge committee can place an identical car into the same class where other cars of similar make are already participating i.e. F430, F360, 996GT3 & 997GT3. A driver, who has been placed in a class due to his car being “similar” to other cars in the class, will not be eligible to be relegated to a lower class (slower) based on lap times. He will however, be eligible to be promoted up (to a faster) a class should he break out of his current class times.

- 7.5. The GT Challenge committee shall have the right to change a competitor’s class in their sole discretion at any time.
- 7.6. 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:
- 7.6.1. On a least 2 laps at any single race meeting
 - 7.6.2. On any single lap at 2 different race circuits
 - 7.6.3. On at least 2 laps at the same race circuit on different race days.

Any class change shall take affect from the next race meeting, unless Para 7.7 prevails (whether in the same season or the next).

- 7.7. The above mentioned paragraph (par. 7.6) will not apply if a competitor breaks out by 1 second, or more, on any given lap, in any given session. In this situation, the driver in question, will be immediately promoted to a higher (faster) class.
- 7.8. A minimum lap time has been placed on all cars competing in class A. This lap time is the lower of the times in par 7.3 and will only come into play if there are 4 or less cars in class A.

The breakout rule will differ slightly to the normal rule, in that, a driver will lose 50% of his points (rounded up to the nearest whole number) should he breakout in 3 or more laps in the same heat. This breakout will be evaluated on a heat by heat basis, and the count will start over at each heat, non cumulative.



- 7.9. The GT Challenge committee may review any class change in terms of 7.5 in its discretion on written application by the competitor, supported by good reason, after two race meetings have passed in which the competitor has participated.
- 7.10. Subject to 7.6, a competitor may at any time apply to the GT Challenge committee in writing, supported by good reason, to change a vehicle from one class to another.
- 7.11. All class changes shall be notified to the competitor in writing. Email will be considered as written notification.
- 7.12. A competitor shall not be allowed to change a vehicle from one class to another without prior written GT Challenge committee permission.
- 7.13. 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 committee in writing, objecting to the re-classification. After considering the views of the competitor, the GT Challenge committee shall have the right to change or abide by their decision.
- 7.14. Other than the normal use of pit boards, no form of communication is permitted between the pits and participating vehicles during any official practice session, official qualifying session or official race.
- 7.15. In-car timing (by way of electronic timing equipment, stopwatches or any other means) is not permitted, for classes D, E and F, during any official practice session, official qualifying session or official race.

8. MINIMUM NUMBER OF STARTERS

To qualify as a round of the GT Challenge Regional Championship, there must be an average of 12 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.

9. GRID POSITIONS AND QUALIFYING

- 9.1. Starting grid positions for the GT Challenge Series will be determined as per SSR 29
- 9.2. If a competitor fails to qualify the car will be placed at the back of the class that the car is in. The driver will be required to notify the CoC in writing, in order to get this approval in conjunction with the series co-ordinator.
- 9.3. 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.
- 9.4. The timing transponder must be mounted, in the designated bracket, to the vehicles 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

10. POINTS

- 10.1. The Championship series and events to count shall be as set out in the 2010 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 National Challenge 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.

10.2. There will be no points discarded for the Regional Championship. The events that count for the Regional Championship are all race meetings at Kyalami, Zwartkops and Phakisa for 2010 (Northern Regions).

10.3. 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.

10.4. Points Scoring

10.4.1. 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

10.4.2. 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

10.4.3. 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.

10.4.4. Subject to clause 10.4.3, 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.

10.4.5. 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.

10.4.6. A Single Bonus point will be awarded to the competitor who qualifies fastest, without breaking out in the particular lap, in official qualifying on race day. The bonus point will be awarded to the fastest qualifier in each class provided there are more than 3 cars in the class for qualifying.



- 10.4.7. A Single Bonus point will be awarded to the competitor who has the fastest overall lap on the day in a race, without breaking out in that particular lap. The bonus point will be awarded in each class provided there are more than 3 cars in the class for qualifying.
- 10.4.8. 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 (East London, Port Elizabeth or Cape Town).
- 10.4.9. 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.
- 10.4.10. 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.
- 10.4.11. The winner of the Class Challenge 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 (A, B, C, D, E, F and GT4) during the season. All class points shall be scored in the relevant class in which the car is raced.

11. NOTES

11.1. Control of the GT Challenge Series is vested in a technical committee (hereafter called the Racing committee) comprising:

- D Lobb
- O de Oliveira
- M Minihold
- The 2009 Champion – drivers representative
- TIPRA Director

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

11.2. The committee, through MSA reserves the right to exclude any car at any time from racing, should it not satisfy the eligibility requirements.

11.3. 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.

11.4. 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.

12. YELLOW AND RED CARD SYSTEM

12.1. 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.

12.2. 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.

12.3. 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.

ADDENDUM A

GT Challenge Eligible Automobiles

- All 2008 Porsche Challenge Unlimited Series
- All FIA-GT2 specification automobiles
- All FIA-GT3 specifications automobiles
- ALL FIA-GT4 specifications cars – these cars will be controlled as per the FIA-GT4 rules and regulations at all times

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 committee