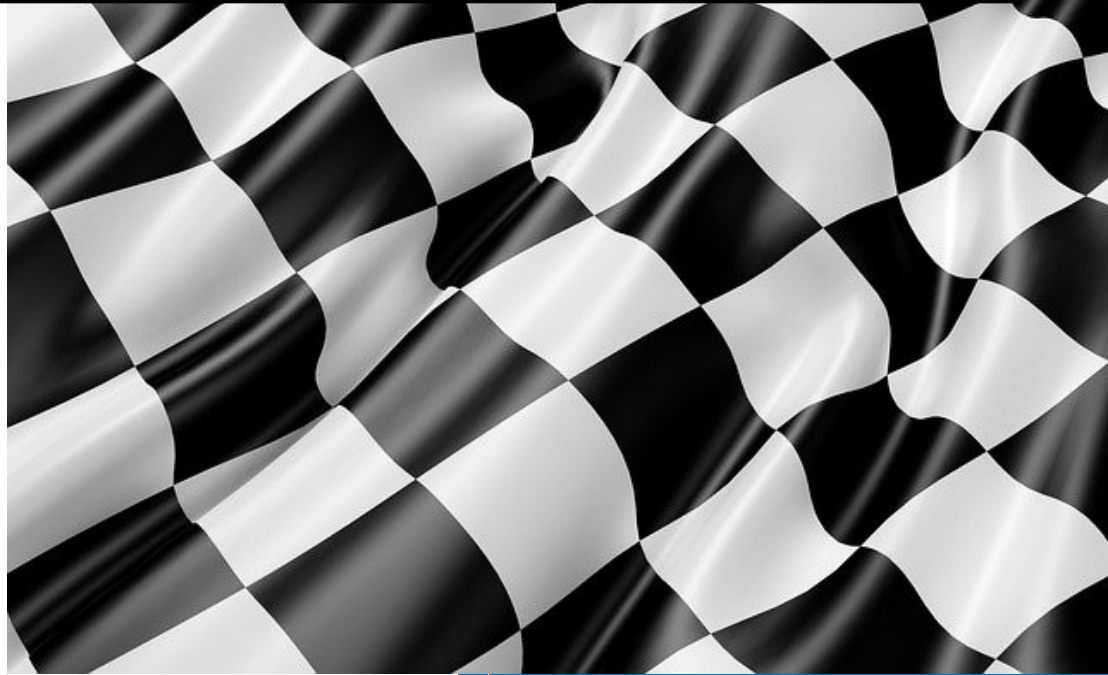




2024

## Club Standing Supplementary Regulations

### WPMC GTi Challenge Championship



Version 2

19 April 2024

Ref: 163202/144

## REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

## AMENDMENT RECORD

<b>Modified Rule Number</b>	<b>Date Applicable</b>	<b>Date of Publication</b>	<b>Clarifications</b>
12.5 ( C )	Immediate effect	19.04.2024	Wording added
36.2 ( D )	Immediate effect	19.04.2024	Wording deleted and wording added

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All race meetings shall be held under the 2024 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Club Regulations, the event Supplementary Regulations (SR's) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

## 1. COMMITTEE

Chairman	-	Zaki Hendricks
Vice Chairman	-	Marco Busi
Secretary	-	Gert du Plessis
Chief Technical	-	Grant Meyer
Drivers Rep	-	TBA
Tyre Rep	-	G & A Promotions
Treasurer	-	Herman Lazarus
Sticker Rep	-	Chase Herholdt

### Technical Sub Committee:

Chief Technical	-	Grant Meyer
Technical Officer	-	TBC
Technical Assistant	-	Rodney Esterhuizen
Technical Consultant	-	Gilbert Dumont (gearbox related)

### Rules Commission:

Chairman	-	Craig du Toit
Member	-	Greig Edwards
Member	-	Marco Busi
Member	-	Nian du Toit
Member	-	Muneer Allie

### Driving Standards committee:

Member	-	Brett Roach
Member	-	Craig du Toit
Member	-	Marco Busi
Member	-	Nian du Toit
Member	-	Dario Busi

## 2. GENERAL

- 2.1 It is the driver's responsibility to ensure that his/her car conforms to all the rules and regulations contained herein. Even if you buy an existing GTi Challenge car from someone, don't just accept that everything is legal on the car. The GTi Challenge Committee, including the Technical Sub-Committee, is *not* responsible for ensuring the legality of any car regardless of any inspections or checks that they may perform.
- 2.2 Only modifications and allowances detailed herein are permitted. All components not referred to or not specifically mentioned in these Regulations are not permitted to be used and will remain completely standard to factory specifications. In other words – if it does not clearly say that you can do it – assume that you cannot! Ignorance or misinterpretation of the regulations will *NOT* be accepted as an excuse (Refer to GCR226). If there is any uncertainty as to the legality of the modification, it is the responsibility of the competitor to seek approval *in writing* from the GTi Challenge Committee *BEFORE* the modification is done.

- 2.3 No tyres, stickers, race numbers or merchandise will be given to a driver unless it has been paid for to the GTi Challenge Committee.
- 2.4 Qualifying - refers to the timed session that determines grid positions for the race 1
- 2.5 Race 1 - refers to the first race of a race day
- 2.6 Race 2 - refers to the second race of a race day
- 2.7 A 'Race day' - refers to Qualifying, Race 1 & Race 2.
- 2.8 Competitors are requested to note GCR226 regarding "*Interpretation of Regs and Specs*" as per your current MSA Handbook. All other regulations as per the current MSA Handbook.
- 2.9 All novice drivers are required to undergo driver's instruction before being allowed to race, the GTi Challenge Committee's decision permitting the said driver to compete based on the driver instruction results is final.

### **3. COMPETITION NUMBERS**

- 3.1 Competition numbers must be displayed in accordance with MSA GCR's, SSR's and applicable Bulletins issued by MSA in ALL regards. Class designation, as well a race number, will be placed on the rear door windows or equivalent for Coupe models to designate the different classes:  
Class A - Orange  
Class B - Green  
Class C - Yellow
- 3.2 Class Champions will have white numbers
- 3.3 Numbers will be issued by the committee (Numbers will only be reserved for one year after the last championship season that the competitor took part in.

### **4. DEFINITION**

GTi Challenge is a club formula of racing that complies with the following regulations.

### **5. AIM OF THE CHAMPIONSHIP**

- 5.1 This is a Club status championship
- 5.2 The aim of the championship will be to declare Western Province Motor Club GTi Challenge Class Champions for 2024 as applicable.
- 5.3 The Western Province Motor Club Sporting Committee, in its sole discretion, is responsible for declaring the winner of each championship or to withhold such declaration.

### **6. CONTROLLERS**

The Controllers of the Championship will be the Sporting Committee of the Western Province Motor Club (herein referred to as Sportcom), who have delegated the management, control and day to day running to the GTi Challenge Committee as well as the GTi Challenge Technical Sub Committee.

### **7. REGULATIONS**

- 7.1 All qualifying races will be held under these rules, 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 (SR's) issued by the WPMC.

- 7.2 No rule is intended to exist in a vacuum; each rule should be read in the context of all rules. If there are two possible interpretations to a rule, and one interpretation conflicts with another rule, or makes another rule meaningless, that interpretation will be rejected in favour of an interpretation that is not in conflict with any other rule or makes another rule meaningless.
- 7.3 If a specific rule or latitude is not found in these regulations, whether stated it is or is not allowed, that will mean it is not allowed. The MSA GCR's or SSR's, as applicable, will then apply.
- 7.4 The Controllers reserve the right to amend these rules at their discretion. Any recommendations to amend the rules by the sub section committee will only become effective when approved by the WPMC Sportcom.
- 7.5 All and any notice or circulars in respect of this championship will be notified to all competitors in an electronic format (email or similar). Any notice or circular will be notified no less than 7 (seven) days prior to any race meeting. The onus is on the Competitor to ensure that he has familiarized himself with such a notice.

## **8. QUALIFICATIONS**

- 8.1 All drivers are to become registered members of the GTi Challenge Racing section. (Membership may be granted or revoked at the discretion of the GTi Challenge Committee)
- 8.2 All drivers are to be registered members of the Western Province Motor Club. (Invitational drivers will be allowed to compete at the discretion of the GTi Challenge Committee. GTi Challenge membership is not required in this respect.

## **9. NUMBER OF EVENTS**

- 9.1 The 2024 Motorsport Calendar and Races per Category as published by the WPMC gives details of all championship event race dates.
- 9.2 A minimum of six (6) race meetings shall be run for a champion to be declared. Should less than six (6) race meetings be held, then the championship shall be null and void.

## **10. CHAMPIONSHIP SCORING**

- 10.1 Points will be awarded on 7-5-4-3-2-1 basis.
- 10.2 In order for any competitor to score full points, there must be at least 6 starters per class.
- 10.3 Should a class have fewer than 6 starters, points will be awarded on a sliding scale i.e. five starters 5-4-3-2-1; four starters 4-3-2-1; three starters 3-2-1 etc.

## **11. PROCEDURES**

- 11.1 Official entry forms to be submitted to WPMC within the dates stipulated in the SR's. Any entry accepted after this date may be defined as a "Late Entry" & be liable to pay the Late Entry Fee. (WPMC Membership number must be on entry forms).
- 11.2 A "points scorer" is defined as a competitor who has participated in the official qualifying sessions listed in the regulations for the event or in one of the two races, with one officially recorded timed lap. (Cars excluded from the days racing as per GCR183 due to technical infringements, will be deemed NOT to be a points scorer). In the event of a competitor being excluded the overall numbers for the class shall not be affected.
- 11.3 Should the race be red flagged:
  - a) Refer SSR 43 (i) for race stopped after less than 2 laps
  - b) Refer SSR 43 (ii) for more than 2 laps but less than 75% of the race distance

- c) Refer SSR 43 (iii) for more than 75% race distance completed
  - d) Refer SSR 43 (iv) for no restart after Red Flag
- 11.4 There may be a qualifying session of at least 10-15 minutes, Competitors will line up in the pre-race paddock in class order i.e. Class A, then Class B, then Class C. Once the pit lane has been opened Class A will be released then Class B, then Class C at the officials' discretion, in order to determine your starting position for Race 1. You will need to complete at least 1 official timed lap. Your fastest time will determine your starting grid position for Race 1. Your finishing position from Race 1 will determine your grid position for Race 2 with the top 6 in each class being inverted In the event of the class being less than 6 cars the whole class will be inverted. Cars that are placed on the grid for whatever reason will not be inverted.
- 11.5 Cars that complete no laps during qualifying for any reason shall start Race 1 behind the last qualifying car in the same class, sorted by championship order, number of races completed or car number, whichever is first applicable.
- 11.6 All cars have to enter the pit road via the weigh bridge and have their weights recorded by a committee member during/after any officially timed session. Cars will remain in Parc Ferme until released. Failure to do so will result in the driver being excluded from that session. Any exclusion from qualifying, for any reason, shall be the same as if the car completed no timed laps. Rule)11.5 to apply.
- 11.7 If for whatever reason the Clerk of the Course (CoC), determines that no timed qualification session is possible:
- a) The grid for Race 1 will be determined by each driver's quickest lap time during the last race day at the circuit in question, including qualifying lap times. For drivers that did not attend the last race day they will start at the back of their class and be sorted by championship order, number of races completed or car number, whichever is first applicable.
  - b) Second race grid to be determined by the fastest lap times of the first race. Cars that complete no laps during Race1 for any reason shall start Race two behind the last qualifying car in the same class, sorted by championship order, number of races completed or car number, whichever is first applicable. The top 6 qualifying cars in each class will be inverted. In the event of the class being less than 6 cars the whole class will be inverted. Cars that are placed on the grid for whatever reason will not be inverted.
  - c) For Race 1, entries received after the close of entries as stated in the SR's will start at the back of the class but in front of new drivers.
  - d) For Race 1, new drivers will be moved to the back of the grid in class order. A new driver is defined as any driver who has completed less than 4 races.
  - e) For the first race of the year the grid will be determined by the championship positions from the previous year in class order (i.e. all class A cars followed by all class B cars, followed by all class C cars). If a driver has changed class from the previous year, the starting position will be from the back of the class.
- 11.8 Drivers must complete at least 66.6% of the full race distance in order to qualify for position points. Both races will count for points with trophies being awarded for Overall elapsed time for the two races combined.
- 11.9 Starting procedure- cars will line up in class order (i.e. all Class A cars then a 2 row gap, all Class B cars then a 2 row gap then all Class C cars) Cars will line up fastest Qualifiers in front to slowest in the individual classes. Each Class will be released separately. Class A on the first light, Class B within 5 seconds thereafter on the second light & Class C within 5 seconds thereafter on the third light. (All classes would need to have six official starters. If there are less than 6 starters in any of the three classes, the grid will be released via one light).
- 11.10 There will be approximately 10 rounds consisting of 2 races each subject to the official calendar published by WPMC. Away races will count for points as well. (The Championship must complete a minimum of 6 rounds in order to crown a Champion).

- 11.11 Class points may not be transferred from one class to another. The Champions will be the competitors with the highest number of points scored in each respective class at the end of the racing season.
- 11.12 Should 2 or more drivers end on the same points - refer GCR229.
- 11.13 Pit lane starters are to be released with their relevant classes in the event of a 3(three) light start. In the event of a 1(one) light start they will be released in class order (ie Class A,B then C) at the rear of the field.
- 11.14 All competitors vehicles are to be in the designated GTi Challenge pits 30(thirty) Minutes before qualifying and 1(one) hour before both heats

## 12. **BONUS POINTS**

Bonus points will be awarded for the following:

- 12.1 Race Appearance - 1 point per race day (driver must complete at least 1 officially timed lap).
- 12.2 Fastest lap - 1 point per race, per class
- a) There must be 3 or more starters in that class
- 12.3 Pole position - 1 point for Race 1, per class
- a) Subject to there being an official qualifying session
- b) Driver must qualify at the front of his/her class
- c) There must be 3 or more drivers qualifying in that class
- 12.4 Lap record - 1 point (driver sets/breaks the record for the fastest lap in his/her class during a race, only one point per class, per race).
- Lap records will be reset:
- Each year
  - If technical engine/gearbox/tyres rules change
  - Weight divisions change
  - If there are changes to the Killarney Race Track
- 12.5 GTi Challenge meeting:
- a) 1 point per meeting. All drivers who are in possession of a GTi Challenge race number and are paid up members of the GTi Challenge (and who hold a valid MSA license) are deemed to be competing in the series and are required to attend ALL meetings called by the GTi Challenge Committee (whether they competed in the last race or not) (the GTi Challenge meeting appearance point will only be awarded to drivers who have already scored the race appearance point for that meeting).
- b) A driver may excuse himself/herself from a maximum of 2 meetings (and still earn the points for those meetings) per year. Apologies may only be given to a committee member before the start of the meeting.
- c) Failure to attend these meetings will result in the forfeiture of the 1 GTi Challenge championship point awarded for attendance. **Out of town drivers (more than 150km from Killarney International Raceway) (or an allocated representative) must attend at least 4 meetings during a year.** Drivers are to ensure that they sign the attendance registers in order to provide proof that they attended the meetings. Drivers that are excluded for the race day (not from individual races) will forfeit all bonus points. Post-race meetings are for competing Drivers and anyone else in attendance is at the GTi Challenge Committees' discretion.
- d) The Chairman/Committee has the right to expel anyone who disrupts any GTi Challenge meeting. If for any reason a meeting is postponed with less than twenty four hours' notice appearance points will not be allocated.

## 13. **PENALTY POINTS**

Penalty points will be deducted for the following:

- 13.1 Yellow card - minus 3 points



- 13.2 This Yellow card stays in place for 4 races where that driver is an official starter as defined (excluding the day when the card is issued).
- 13.3 Should a driver receive a second yellow card in this period, for any offence, this will constitute exclusion; his/her points will be taken away for that particular day when the 2nd offence was committed.

#### **14. CLASSES**

There will be 3 point scoring classes:

- 14.1 Class A - Up to a maximum of 165Kw and 240Nm (flywheel power dyno)  
Up to a maximum of 129Kw and 200Nm (wheel power dyno)
- 14.2 Class B - Modified 1800 8v – up to a maximum of 130Kw and 220Nm or 2000 8v - to a maximum of 130Kw and 220Nm (flywheel power dyno)  
Up to a maximum of 103Kw and 180Nm (wheel power dyno)
- 14.3 Class C - Modified 1800 8v – up to a maximum of 107Kw and 195Nm (flywheel power dyno). Up to a maximum of 80Kw and 157Nm (wheel power dyno)

#### **15. ELIGIBILITY OF CARS**

- 15.1 The Championship is open to:
- Paid up members of good standing of the WPMC; and who are
  - Holders of a valid MSA competition licence; and who are
  - Paid up members of the GTi Challenge sub section, as applicable.
- 15.2 Competitors are only eligible to score points from the time that they became members of good standing of the WPMC and the sub section.
- 15.3 Invite drivers are welcome to race and are eligible for trophies on the day. Vehicles competing in the championship shall comply with these rules, 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 WPMC.
- 15.4 No car may race without carrying the full set of sponsor's decals. Stickers that are supplied by the committee must be ordered at least 2 weeks before the race day. Stickers ordered after that date will be charged at double the normal rate. Any car found to not have all the required stickers in the correct position will be excluded for that particular official session. The car will remain excluded until such future events where the driver and / or his representative presents the car in question to a GTi Challenge Committee member for confirmation that all required stickers are placed correctly on the car.
- 15.5 Sponsor's decals are to be placed on vehicles as per the sticker diagrams on the GTi Challenge website [www.gtichallenge.co.za](http://www.gtichallenge.co.za)
- 15.6 Cars entering by invite in Classes A/B/C, do not qualify for prize monies but trophies will be awarded by WPMC.
- 15.7 Cars not meeting the Technical Specifications judged by the GTi Challenge Technical sub-committee and the Chief Scrutineer may not be allowed to race.
- 15.8 The GTi Challenge Rules Commission, in conjunction with the Chairman and one other nominated committee member will have the final say in respect of cars meeting the technical and aesthetic rules.
- Written permission may be given for a car to race under dispensation should it not fully comply with all technical and aesthetic rules. Such written dispensation may only be given if:
- In the opinion of the technical committee, the car will not have any significant advantage over the other cars in its class due to the technical infringement.
  - The persons as mentioned above are unanimous in their decision.

- c) The written dispensation will include a deadline by which the car must comply with all technical and aesthetic rules.
  - d) Should this deadline not be met, the car will not be eligible to enter any further races until all the technical and aesthetic requirements have been met.
- 15.9 The Official dyno is The Nian Du Toit Racing Dyno unless otherwise stated in the SR's.
- 15.10 Cars found to be underweight after any officially timed session will be excluded from the results of that session. (Refer rule 11.5 & 11.6)
- 15.11 The GTi Challenge Technical sub-committee reserves the right to request that any car at random be inspected at any time.
- 15.12 Once a driver has entered and completed documentation on a race weekend, his/her car may be checked by the GTi Challenge Technical sub-committee for any infringements. Should anything on the car be found to be illegal in any official practice session, the driver will be warned and will have time until BEFORE the official qualifying session to fix/correct the infringement. It is the responsibility of the driver to make sure that the car is brought back to the GTi Challenge Technical sub-committee no later than an hour BEFORE the official qualifying session to check that the car is legal.
- 15.13 No spare or T cars allowed once qualifying has commenced. (One Chassis for the duration of the race meeting).

## **16. NEW DRIVERS**

Track day experience is advised to ensure the safety of the new entrant as well as the rest of the competitors. The Committee may require that an on-track assessment and theoretical presentation be attended prior to a first race entry is accepted.

## **17. DRIVER CONDUCT**

- 17.1 Drivers will abide by MSA regulations at all times. No driver shall drive or conduct himself/herself in a manner that brings the sport, club, sponsors or series into disrepute.
- 17.2 The GTi Challenge Committee will not tolerate any abuse or accusations from a driver, his/her team, family or supporters. This will result in the driver being excluded from the results of the day's racing.
- 17.3 It is hereby confirmed that the GTi Challenge Committee is empowered to make use of the yellow and red cards in connection with driver discipline and conduct on consultation with the Driving Standards Committee and the Clerk of the Course, subject to the following:
- a) Incident reports must be completed and handed in to a Driving Standards Committee member, within 30 minutes of the completion of the race, who shall liaise with the Clerk of the Course.
  - b) A yellow card shall have the effect of placing a competitor's driving conduct under observation for the following four (4) races (excluding the day when the card was issued), forming part of the championship. Penalty points as per rule 13 will apply.
  - c) A competitor racing "under yellow" shall be required to prominently display a supplied yellow decal on both rear windows of his/her car at all times during the affected events.
  - d) If a competitor is found guilty of an offence while "under yellow", he/she may, following an official hearing be issued with a red card.
  - e) The effect of a red card is to bar a competitor from taking part in the next race day forming part of the championship.
  - f) In the event of the GTi Challenge Committee, the Driving Standards Committee the Clerk of the Course deeming a first offence to be sufficiently serious so as to warrant the imposition of an immediate red card, they shall be empowered to take such action.

- g) “Card decisions” need not be made at an event. The GTi Challenge Committee and the Driving Standards Committee may await video footage (or other suitable evidence) following the event before making a decision.
- h) Where a “card decision” is made on the day of an event, the affected competitor shall have the right of protest to the Stewards of the meeting Refer SSR’s 46 to 66 (where applicable).
- i) All cars are required to have a working video camera that will record audio and video during Qualifying, Race 1 & Race 2. The camera must be mounted to the left of the driver behind the B pillar in such a way as to see a clear 180 degree view of the track ahead of the car as well as the drivers steering inputs. If requested by the GTi Challenge Committee, the Driving Standards Committee along with the COC all footage MUST be made available to the officials if required. Should a competitor not be able to produce footage from lights out to chequered flag when requested to do so by the GTi Challenge Committee along with the COC the said competitor will be excluded from timed session in question.

### General

- Dangerous / reckless driving can result in a penalty.
  - Only the competitor, entrant and guardian if under 18 are allowed in a hearing. Refer SSR’s 46 to 66 (where applicable)
- a) Bumping and/or pushing of other vehicles on the circuit is not allowed and any drivers found doing this will be penalised by the Clerk of the Course in terms of GCR 157. The Clerk of the Course must consider infringements at previous events which resulted in penalties being imposed, when imposing penalties under this heading.
  - b) Any competitor who disadvantages another competitor, even unintentionally which results in the loss of place(s) during a race will, at the discretion of the Clerk of the Course, generally be penalised so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders. Each case will be reviewed separately. If a competitor loses 2 places in an incident, but then has a DNF or loses more places as a result of other circumstances, a reasonable position penalty may also be enforced.
  - c) **“Close proximity” - It is normal for a challenging car to be in close proximity, by being directly behind, or to the inside or outside of the lead car within approximately 1 or 2 car lengths behind the front car and in a position to make an overtaking manoeuvre.**
  - d) The vehicle ahead of any other vehicle in close proximity on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner. (Eg. If you exit a corner on the outside and move across to the inside line to defend the next corner, you must stay on the inside line entering the next corner: Where the natural line exiting a corner is on the outside, but the driver then needs to move across the track to the opposite side for entry of the next corner (e.g., from a left-hand corner to a right hand corner and vice versa), any deviation from the “normal” racing line will count as a direction change.)
  - e) Mirrors: Should a competitor’s mirror be folded in; the onus is on the competitor to take extra care when involved in overtaking manoeuvre. (Excuses such as my mirror was folded in and I could not see behind will not be excepted. A competitor with a folded mirror should leave enough room for both cars to take the corner without contact).
  - f) **Straight Line racing and Sweeps**
  - i) If the Front Bumper of the challenging car is behind the rear bumper of the lead car in a straight line or in a sweep, the lead car may change direction and defend the position.

- ii) The lead car may not change direction to block the challenger while the front bumper of the challenger is ahead of the rear bumper of the lead car in a straight line.
- iii) Attention is drawn to rule 17e in regards to rule 17f, i & ii.
- iv) Remembering, once the lead car has defended by changing direction, the lead car may not make a 2nd change of direction.

Example of Sweeps:

- Cape Town:
  - o T5 to start line
- Zwartkops
  - o T3 • Scribante o T4
- East London o T2 (Rifle)
  - o Right hand sweep into the Esses.
- Redstar (clockwise)
  - o Between T6 and T7 o T10
- Kyalami
  - o Right hand Sweep after the line

**g) Entering the Corner (Phase 1)**

- i) Two or more cars entering the braking zone of a corner together, it is expected of each driver that such cars will exit the corner without contact. Neither overly aggressive overtaking nor excessively defensive driving will be tolerated.
- ii) The lead car may enter the braking area in whichever way he or she wishes inside, middle or outside, provided the rules above have been adhered to (see 17f).
- ii) Once the lead car has entered the braking zone with a car in close proximity, the lead car may NOT change direction to block/crowd the challenger. (E.g., A driver may choose the inside line when there is a car in close proximity but may not drift across under brakes to then try and get a better line entering the corner).
- iii) The changing of direction by the lead car in the braking area is prohibited as this would lead to “baulking” of the challenger, and any resultant contact between the two vehicles would be deemed the fault of the lead car.

**h) Middle of the Corner (Phase 2)**

- i) If the challenger is on the inside in the braking area at the turning point and his front bumper is behind the centre of the leaders (B pillar) he will withdraw and forfeit the corner to the lead driver to take his normal line. (Note: Turn in point and not the end of braking zone, as some corners require turning whilst still on the brakes) Telemetry and video footage of previous laps can also be used by the Driver Standards Committee to determine the turn in point if required.
- ii) It must be remembered that the lead car has too and will, turn with the aim of apexing unless the inside challenger is alongside and passed the B Pillar at the turn in point.
- ii) If at the Turn in point, the inside car is passed the B-Pillar of the outside car, the car on the outside cannot turn in and take the normal racing line and must give space for the car on the inside to take the corner.
- iv) If at the turn in point, the car on the outside is behind the B pillar of the inside car, the outside car will allow the inside car to take the normal racing line exiting the corner. (Outside car cannot try and hang it around the outside).

- iv) If the Outside cars front bumper is passed the B pillar of the inside car at the turn in point (Along Side the Inside Car) and remains ahead of the B-pillar at the midway point of the corner, the inside car must allow the outside car enough room through the corner and exiting the corner.
- v) If midway through the corner the outside car has fallen behind the B-Pillar of the inside car, the outside car must withdraw and expect the inside car to take the normal racing line exiting the corner
- vi) Any bumping of the lead car from the back on the rear bumper is the fault of the challenger; (Provided no brake testing has been performed by the lead car).
- vii) Furthermore the bumping of the outside car behind the B pillar by the inside car is also the fault of the inside car, if the outside car was abiding by the above rules.
- ix) The 'Y' or 'T' bone by a challenger on the inside of the lead car would be a clear indication of the challenger coming in too fast and stopping against the leader whilst he is turning into a corner. This indicates a clear intention of driving the lead car off the circuit or a seriously over-aggressive move and will be deemed the fault of the challenger provided the lead car abided by the rules above.
- x) The onus for a clean and clear overtaking manoeuvre lies with the challenger as he/she has a clear view of what is in front and the knowledge of the anticipated line that the lead car should or would take through the corner unless the lead car makes a premature or sudden direction change in the braking area, which would then be the fault of the lead car.

**I) Exiting the Corner (Phase 3)**

- i) From the "apex" out (Mid Corner), if the outside car is past the inner cars B-Pillar at the turn in point and remains there at the midway point of the corner, the inner car will take extra care not to drift wide under power forcing the outer car wide and ultimately off the circuit at the exit.
- ii) This is exaggerated in front wheel drive cars and drivers should exercise extra caution. The inside car should exercise extra caution to avoid contact, by lifting off the throttle, applying brakes or taking extreme evasive action. If there is no evidence of evasive action this will certainly count against the Inside Car. At the same time, the outside car must also take extra care not to crowd the inside car inwards of the racing line.

**J) The Process for Reviewing Incidents and Applying Penalties**

A written intent to submit an Incident Report must be in the hands of the clerk of the course within 30 minutes of the finish of the race concerned. Should the driver still wish to submit the incident report, then this must be submitted within one hour as per SSR61. Should the COC not have received the written intent to submit the incident report within 30 minutes, then no further action will be taken on incident reports received as per SSR61. However, the clerk of the course may request further incident reports outside of this time limit. An incident report shall not place any obligation on the race officials to formally investigate the incident reported or to call a hearing in this regard. Competitors wishing to ensure that an incident is formally investigated should therefore exercise their rights of formal protest. Video footage and data, on a removable drive/memory stick, MUST BE available at any driver standards hearing. The clerk of the course reserves the right to refuse to accept incident reports for an incident or incidents. In this instance, the competitor will be so informed and has the right of protest as per GCR 197.

- i) The GTi Challenge Technical Committee reserves the right to set up a "Driving Standards committee" who would be tasked to investigate any incidents. Any penalties arising from this will, however, be issued by the clerk of the course.
- ii) The COC may issue any penalty at his discretion:  
Examples of penalties, but not limited to:  
Observation,

- Receiving a warning,
  - Position penalty,
  - A time penalty Grid penalties for the next race / race meeting.
  - Exclusion Yellow / Red Cards
- iii) Should a competitor fail to attend a hearing, having been called by the COC to attend, and has not excused himself from the hearing, the hearing may continue without the relevant competitor present

## **18. SPONSOR DECALS**

- 18.1 Refer to GCR's 246 and 249. The sponsor and series decals, which each vehicle must carry, will be identified as reserved areas. The following areas of all race cars are reserved for the display of series sponsor's decals:
- Top of windscreen
  - Top of rear window
  - Front number plate
  - Rear number plate area
  - Front right and left doors
  - Any other area as decided by the Rules Commission from time to time
- 18.2 No personal sponsor's decals may be placed in these areas unless there is no series sponsor allocated to that position at the beginning of the racing year. Reserved areas for any sponsors received during the racing year will be decided on by the Rules Commission.
- 18.3 All series sponsor decals remain the property of GTi Challenge
- 18.4 The first set of series sponsor decals are for the sponsors & GTi Challenge accounts. Decals are not to be tampered with.
- 18.5 Replacements are for the driver's account
- 18.6 Failure to comply with this regulation will result in exclusion.

## **TECHNICAL SPECIFICATIONS**

**Any transgression in respect of these technical specifications will result in exclusions. Further penalties may be applied.**

## **19. ENGINES GENERAL**

- 19.1 On board data collection systems are permitted.
- 19.2 Oil coolers and spark plugs are free.
- 19.3 The breather system must discharge into a transparent catch tank or catch tank with an oil level indicator of 2 litre minimum capacity and must be empty at the start of practice and race.
- 19.4 Sumps may be altered but remain wet sump.
- 19.5 Sump plugs, oil filters, radiator filler cap, oil filler cap, gearbox filler / plug must all be wire locked.
- 19.6 The position of the radiator may not be changed, but larger or smaller VW radiators may be fitted. This is to be approved by the technical committee. No artificial cooling of radiators will be allowed e.g. water spraying, etc.
- 19.7 Only standard VW fuel tanks are allowed, NO fuel cells. Surge tanks are permitted (maximum capacity 2 litre) no more than two fuel pumps. If the vehicle has an additional fuel pump it must be operative.
- 19.8 Alternators must be operative at all times. All v-belt & ribbed belt pulleys are free.

- 19.9 Batteries to remain in standard mounting position in engine bay. Additional “hold down” clamp bracket to be fitted to battery. Class A may mount batteries in the front passenger footwell provided a dry cell battery is used. All wet cell/gel batteries to remain in the engine bay. (The GTi Challenge Technical Committee will make the final call with regard to batteries mounted in the passenger footwell).
- 19.10 Engine mounting points & mounts must remain as per factory spec & bolted to motor & chassis in standard position in Golf/Jetta mk1, 2, 3 & Polo mk1. Engine mounts in polo 6R and Vivo may make use of non-factory spec mountings. Cars that make use of non-factory spec mountings need approval from the Technical Committee prior to the car competing. (Engine height & angle will be checked) All classes may replace standard material with Polyurethane or similar material. Class A cars making use of cable shift gearboxes may make use of non-factory spec mountings. Mk1’s may reinforce the drivers’ side engine mounting but must retain the original dimensions of a standard mounting. Mk2, 3 & Polo may reinforce the original front engine mounting

## **20. EXHAUST SYSTEMS**

Must comply with GCR245 and exit at the rear of the car in the standard position. Decibel level to comply with level specified in SR’s for particular race meeting. No valves or flaps are permitted.

## **21. CYLINDER BLOCKS**

Only VW mass produced blocks available through recognized commercial outlets are permitted.

## **22. INDUCTION SYSTEM**

22.1 Additional air pipes may be used to supply the engine air intake with cool air. However, NO artificial cooling of induction systems / intake manifolds, such as the use of dry ice is allowed. The fuel rail may be modified to accommodate an adjustable fuel regulator and may be rubber mounted.

22.2 Class A

- 45 Side Draughts, Throttle bodies or VW fuel injection.
- Slide throttle bodies are not allowed. Fuel rails & injectors are free.

22.3 Class B

- VW fuel injection. Any throttle body up to a maximum of 65mm butterfly diameter may be used. Adaptor plates (maximum width 25mm) may be used to bolt the throttle body to the VW mp9 inlet manifold. Inlet manifolds may be matched up to 80mm into the port of the manifold. Any VW injector may be used. Billet fuel rails with the same functionality as the oem rail are permitted, external fuel pressure regulators are permitted.

22.4 Class C

- VW fuel injection. Only standard throttle bodies allowed for MP9. Inlet manifolds to remain standard. Any VW injector may be used. Billet fuel rails with the same functionality as the oem rail are permitted, external fuel pressure regulators are permitted.

## **23. MANAGEMENT SYSTEMS**

Class A, B & C:

23.1 MP9 control box with any locally manufactured piggyback or the following stand-alone South African made management systems may be used: Gotech Mfi, Gotech Pro, Dictator Standard, Dictator 60-2, Dictator wasted spark, Spitronics.

23.2 NO multiple map management systems allowed (e.g. Uni Q); and

23.3 NO launch control allowed.

- 23.4 All management systems with adjustable pods, the adjustable pods as well as the wiring from the management plug has to be removed.
- 23.5 All management systems MUST have a working communication port - cars found not to complying will be excluded from that timed session and will remain excluded until the car has been presented to the Technical Committee.
- 23.6 Any sensor being used by the management system MUST ONLY connect to its matching connection input. (i.e. water temp sensor only to water temp input, air temp sensor only to air temp input and may NOT run via any switchable connection.
- 23.7 If a sensor is found to be broken or not connected when dyno or ECU checks take place, the appropriate correction factor will be the same as the figure from twenty degrees onwards.
- 23.8 If a water temp correction factor is used to keep an engine within legal power limits, the correction used must be the same from 60 degrees and above.
- 23.9 Sensor readings should reflect actual readings within reason. Management Communication ports must be accessible on the dashboard or in the cubby hole.
- 23.10 Class A will have a 7400 RPM limit for all vehicles making use of the 16v FSI engine and cable shift gearboxes. Vehicles making use of the 020 rod shift gearbox will have a 7700 RPM Limit.

## **24. PISTONS AND RINGS**

- 24.1 Class A - Pistons and bores are free.
- 24.2 Class B & C
  - a) Only GTi Challenge Technical Committee approved standard replacement pistons may be used – \*1,5mm max oversize is allowed (i.e. 82.5mm).
  - b) Pistons may not be modified in any way except to remove metal below the lowest point of the gudgeon pin position for balancing purposes.
  - c) No machining marks are allowed on the piston tops.
  - d) At least one piston must remain unmodified. \*Only if you use the 2.3 kombi piston, are you allowed to machine the step on all the pistons (no machining may be done on the 2.5 or 2.6 kombi piston).
  - e) Class B 2 Litre Engines may only make use of standard replacement pistons. 0.5mm max oversize is allowed (i.e. 83mm max).

## **25. PISTON HEIGHTS**

- All classes** - Piston heights free & head gaskets free.

## **26. CONNECTING RODS**

- 26.1 Class A - Free
- 26.2 Class B & C - Standard unmodified VW. One small-end and one big-end must remain unmodified. May not be lightened but may be balanced.

## **27. CRANKSHAFT**

- 27.1 All classes
 

Only VW mass produced crankshafts available through recognized commercial outlets are permitted. May be balanced and reground. No knife edging or lightening of the crankshaft is allowed except for drilling and grinding of main webs for balancing purposes.
- 27.2 Class A
 

Standard 2.0L crank - max stroke 92.8mm



27.3 Class B and C

- a) Standard 1.8/1.6L crank - max stroke 86.4mm
- b) Standard 2.0 crank - max stroke 92.8mm (for Class B only)

**28. FLYWHEEL AND CLUTCH**

28.1 Class A - Free

28.2 Class B & C - Standard replacement clutch kits only. Flywheel may be lightened and balanced.

28.3 All Classes

- a) May use standard 16V pressure plates
- b) Double strapped clutches/pressure plates allowed in all classes.

**29. CYLINDER HEADS**

29.1 Only VW mass produced cylinder heads available through recognized commercial outlets are permitted. Vernier Gears are allowed in all classes. Competition valve springs only allowed in Class A & B.

29.2 Class A

Free - All VW 8V, 16V or 20V

29.3 Class B

- a) Only 8V hydraulic heads allowed.
- b) Cylinder heads can be modified, ported and run larger valves. (2Litre heads to remain standard as per factory spec. Cylinder head ports must remain standard as per factory spec, however 3 – angle valve seats may be cut).
- c) Only standard VW cam followers may be used.
- d) Heads may be modified to allow camshafts to turn.
- e) The crank will determine the cylinder head rules between 1.8 and 2 Litre not the origin of the part.

29.4 Class C

- a) Only 8V hydraulic heads allowed.
- b) Cylinder head ports must remain standard as per factory spec, however 3 – angle valve seats may be cut.
- c) Only standard VW hydraulic cam followers may be used.

**30. CAMSHAFTS**

30.1 Class A - Free

30.2 Class B - Free (but must remain hydraulic)

30.3 Class C - Maximum 288 degree hydraulic cam allowed (max lift – 11.7mm)

**31. COMPRESSION RATIOS**

Class A, B & C - Free

**32. GEARBOX AND DIFFS**

32.1 Only VW mass produced casings available through recognized commercial outlets are permitted.

32.2 Only standard VW production gears allowed.

32.3 Strengthened after-market 3<sup>rd</sup> (ratio 1.44), 4<sup>th</sup> (ratio 1.11) & 5<sup>th</sup> (ratio 0.91) gears are allowed in the rod shift (020) gearboxes. (available only from Friendly Motors) No Limited Slip Differentials.

- 32.4 Short shift gear linkage allowed. Only standard factory fitted gear shift mechanisms allowed inside the gearbox.
- 32.5 No shimming of diffs allowed.
- 32.6 Bolt kits are permitted and 'L' Brackets may be used to hold auxiliary shaft in place.
- 32.7 Class A:
  - a) May make use of 5 speed rod shift gearboxes, 5 speed cable shift gearboxes or 6 speed cable shift gearboxes.
  - b) Gears may be the same but no shorter than 1<sup>st</sup> - 3.45, 2<sup>nd</sup> - 2.11, 3<sup>rd</sup> - 1.444, 4<sup>th</sup> - 1.129, 5<sup>th</sup> - 0.91 in the rod shift gearboxes. 1<sup>st</sup> - 3.78, 2<sup>nd</sup> - 2.27, 3<sup>rd</sup> - 1.65, 4<sup>th</sup> - 1.27, 5<sup>th</sup> - 1.03, 6<sup>th</sup> - 0.86 in the cable shift gearboxes.
- 32.8 Class B & C:  
Only 5 speed rod shift gearboxes allowed.
- 32.9 Class A:  
Maximum 4.25 diff ratio allowed in the rod shift gearboxes and maximum 3.94 diff ratio in the cable shift 5 & 6 Speed gearboxes. Straight cut crown wheel and pinion shafts are permitted
- 32.10 Class B:  
Maximum 4.25 diff ratio allowed. Straight cut crown wheel and pinion shafts are permitted
- 32.11 Class C:  
Maximum 3.94 diff ratio allowed

### **33. SUSPENSION**

- 33.1 Top shock turrets must remain in standard position.
- 33.2 Track width, ground clearance and spoiler minimum heights as per specification sheet.
- 33.3 Standard steering rack and standard mounting positions only.
- 33.4 Spacers may not be fitted between ball joints.
- 33.5 Polyurethane bushes permitted for all classes.
- 33.6 Pick-up points on body / chassis may not be changed or moved.
- 33.7 Shocks / uprights may be slotted to achieve camber settings only.
- 33.8 Ball joints and their mountings may not be slotted or drilled bigger.
- 33.9 Top and bottom stress bars are allowed in all classes.
- 33.10 Steering rack mounting on Golf / Jetta Mk1 may be reinforced.
- 33.11 Steering column height / length adjustments allowed.
- 33.12 Only locally available and serviceable shocks may be used (see below). (m) Struts and uprights and hubs not interchangeable between different models - i.e. Mk1 with Mk1, Mk2 with Mk2, etc.
- 33.13 Mk2/3 bearings and hubs may be fitted to Mk1 knuckle, knuckle has to be inspected and approved by the Technical Committee before fitted to the car.
- 33.14 Rear axle not interchangeable between different models.
- 33.15 Rear axle may be stiffened.
- 33.16 Polo 6 Chassis may make use of camber plates. Slotting into the shock turret is allowed at the top only. (i.e. not into "sidewall" of turret).
- 33.17 Rear Stub axle upgrades are permitted so long as the vehicle makes use of 232mm discs and FDB1083 Brake pads (or equivalent from other manufacturers)
- 33.18 Class A:
  - a) Shocks - shock mountings & springs are free - ride heights may be adjustable as well as compression and rebound dampening. Castor plates allowed - max offset 40mm.
  - b) Standard lower control arm & ball joints; mounting positions to remain unchanged. Lower control arms may be stiffened but must retain original functionality, dimensions and be NON adjustable (must retain original silhouette).

- c) Rear bush on front lower control arm may make use of a spherical bearing instead of polyurethane.
- d) A droop limit of 65mm (+5%) will apply. Droop will be measured at static and at maximum droop with the difference not exceeding 65mm (+5%). No front anti roll bars permitted.

33.19 Class B:

- a) Strut casings may be shortened.
- b) Only standard lower control arm and ball joints are allowed. Lower control arms may be stiffened but must retain original functionality, dimensions and be NON adjustable. (must retain original silhouette).
- c) Rear bush on front lower control arm may make use of a spherical bearing instead of polyurethane.
- d) Coil over suspension allowed. Springs are free – ride heights may be adjustable as well as compression and rebound dampening. No external or remote cylinder/canisters are permitted. Castor plates allowed - max offset 40mm.
- e) Service ports on Gas/oil combination shocks are permitted.

33.20 Class C:

- a) Strut casings may be shortened.
- b) Standard spring seats to remain in the standard position of a factory style VW shock.
- c) Coil over springs allowed with appropriate adaptors to ensure proper fit.
- d) Spring seat heights: Front suspension leg/shock absorber - From the top of the mounting ears to the bottom of the spring cup - minimum 153mm.
- e) Coil over suspension allowed but non-adjustable for compression and rebound.
- f) Removing the adjustable facility on adjustable struts will not be permitted.

33.21 All Classes:

Any brand of shocks allowed (excluding Penske) that comply with the above rules.

**34. BRAKES**

34.1 Imported / other after-market brake discs allowed (Powerbrake, Ferodo DS, etc.). Adjustable brake balances allowed in all Classes, but in Class C may not be adjustable inside the car while in motion and may only be plumbed to the rear brakes. NO ABS allowed.

34.2 Class A:

- a) Maximum Front diameter - 288mm
- b) Booster may be removed.
- c) Master cylinder free but must remain VW product.
- d) Only callipers that use FDS774 brake pad or the FDS1419 brake pads may be used.

34.3 Class B:

- a) Maximum Front diameter - 288mm
- b) Only callipers that use FDS774 &, FDS1398 & FDS1419 brake pad may be used.
- c) Larger volume VW Production master cylinder may be fitted.

34.4 Class C:

- a) Maximum Front diameter - 239mm
- b) Master cylinder to remain as per factory spec.

**35. BODYWORK AND GENERAL**

35.1 Only locally Available VW body shells (2/4 door) will be allowed in Classes A and B. Class C may only make use of the mk1 golf chassis.

- 35.2 Only VW (OEM) spoilers and aerodynamic devices available for road use may be used (cannot be interchanged between models, i.e. Mk1 with Mk1 or Mk2 with Mk2, etc.). As per WPMC SR's all cars are to make use of oil catching 'nappies'. No factory oil catching device may be used in place of the WPMC stipulated unit.
- 35.3 Commercially available air scoops allowed, brake cooling ducts may be fitted, but must not protrude beyond the silhouette of the car. ONLY Mk1 allowed to cut holes (no bigger than 75mm in diameter) in bumper for brake ducting. Holes to be cut 24cm from outer edge of number plate gap in the middle of the spoiler section (not bumper section). If uncertain, clarify with technical committee.
- 35.4 The width of the original body shell may not be altered / increased in any way and the top of the tyre may not protrude outside the body perimeter.
- 35.5 You may NOT cut the rear bumper and apron, wheel well to remain standard (see j below).
- 35.6 Chassis may be seam welded. Inner fender lips may be rolled or removed. Outside lip to remain standard as per factory spec (no flare).
- 35.7 Outer headlights, taillights and brake lights must remain in working order. The inner lights may be removed for cooling but the holes must be covered by mesh.
- 35.8 On Mk1 two door models, rear passenger windows may be replaced with Perspex/Lexen should glass not be available.
- 35.9 Mk1/2/3/4/5 & Polo 1/2/6 & vivo may remove rear windows and hatch window and replace with Perspex / Lexen ONLY if it can be demonstrated to the satisfaction of the technical committee that the weight limit cannot be achieved. Such approval must be obtained in writing BEFORE replacement.
- 35.10 Top valance at wiper motor may be removed. Material may be removed from interiors of vehicles only if it can be demonstrated to the satisfaction of the technical committee that the weight limit cannot be achieved. Such approval must be obtained in writing before removal. Drivers door to retain working window mechanism. Vehicles inclusive of the doors may not be cut if there is ballast weight added.
- 35.11 Racing seats must be fitted and race steering wheels may be fitted.
- 35.12 Racing harness is compulsory in compliance with GCR239.
- 35.13 Roll cages in compliance with GCR239 are compulsory. Roll cages may be bolt in, but must have at least 6 mounting points. Bars running from the roof to floor must be continuous with minimum bends and NO welding points. Roll cages may protrude the fire-wall and connect to the front shock turrets.
- 35.14 Driver side impact bar compulsory.
- 35.15 Dashboard must remain standard apart from localized cutting for roll cages. Any form of instrument cluster may be used and additional gauges may be fitted. (Class A & B may make use of Carbon fibre dashboards so long as it replicates the original dashboard and is passed by the GTi Challenge Technical Committee).
- 35.16 Front wipers and motor compulsory and in working order.
- 35.17 Bonnet clips & cut-off switches must be fitted (as per the current MSA Handbook). Driver side window net recommended but not compulsory.
- 35.18 No towing brackets to protrude beyond the front bumper.
- 35.19 All weight reductions or material replacements to be approved in writing by the GTi Challenge Committee.

### **36. WHEELS AND TYRES**

- 36.1 No chrome plated or split rims allowed. Wheels to a max of 15" x 7" only. Standard wheel bolts may be replaced by studs. Wheel spacers are permitted but must have location spigots to match wheels being used.
- 36.2 Dunlop DZ03G 195/55R15 compound only permitted.
  - a) Each Class A driver will only be allowed to have 10 tyres marked for racing per year.
  - b) Each Class B driver will only be allowed to have 8 tyres marked for racing per year.
  - c) Each Class C driver will only be allowed to have 6 tyres marked for racing per year.

- d) In addition, 4 (four) marked GTi challenge tyres may be carried over from the previous year. These tyres can only be 1 year old and must have the valid GTi Challenge year stamp and corresponding car number on the tyres. Carry over tyres will only be marked before ~~the~~ **THEIR** first race of the season.
  - e) These tyres must also be used. New tyres will not be allowed.
  - f) These tyres will have to be re-marked for the new racing year.
  - g) New drivers may mark 4(four) used tyres for race number as well. (for any driver that changes classes the GTi Technical Committee will work out a pro-rata tyre allocation)
- 36.3 Each driver is allocated a race number, when racing the driver's number, car number and marked number on the tyres must all correspond.
- 36.4 Tyres may only be purchased through the GTi Challenge Committee approved tyre representative (G&A Promotions). All new tyres will be marked including car number. All tyres that are presented for remarking need to have an existing GTi Challenge year stamp in place.
- 36.5 The GTi Challenge Committee reserves the right to mark tyres in any way for checking.
- 36.6 The use of unmarked tyres during a race day, inclusive of qualifying, will result in the exclusion of the competitor concerned.
- 36.7 The Committee may allocate up to two extra tyres per driver per year for away race use only. Drivers will be informed of the tyre allocation when the away race venue is announced.
- 36.8 Replacement tyres will only be allocated if the tyre is damaged under extreme conditions. (Mechanical failure, or severe accident damage) This tyre must have been new (one race day old). If they are 50% or less, a tyre will not be allocated. You will only be allowed one tyre per year. This replacement tyre will not come off your allocation, but the driver will still have to pay for this tyre. (The GTi Challenge Technical Committee still reserves the right to give permission to this request.)
- 36.9 Wheel studs must not protrude past the edge of the rim. Rim centre must not protrude past the edge of the rim.

### **37. FUEL**

- 37.1 As per GCR 240, GTi Challenge drivers are allowed to increase the octane of Unleaded fuel via commercially available lead-free octane boosters with the max octane = 102.6,
- 37.2 Ethanol is also permitted as an additive to regulation Fuel.
- 37.3 NO funny juice
- 37.4 NO artificial cooling / freezing of fuel allowed.

### **38. SPECIFICATION SHEET - HEIGHT / WIDTHS**

- 38.1 Ground clearance:  
135mm minimum from the centre of the bolt on the front inner lower control arm (standard mounting point). If a driver is found to be below minimum ground clearance, he/she will be excluded from that timed session. Once the vehicle's ground clearance has been corrected and presented to the GTi Technical Committee for approval, the competitor will start the remainder of that race day from the back of his/her class.  
Spoiler minimum height – 85mm (Ground clearance & spoiler height to be measured with driver in the car & with steering wheels pointing straight ahead).

38.2 Track width:

Model	Front (mm)	Rear (mm)
Golf MK1 / Fox	1660	1610
Golf / Jetta MK2	1680	1660
Golf / Jetta MK3	1730	1680
Polo Classic	1690	1630
Polo Vivo	1700	1640
Polo 6	1710	1685

The measurement will be taken between the two tyres, from the outer edge of the wheel rim, on the vertical point closest to the ground. If a vehicle is found to be outside of the set track widths the competitor will be excluded from that timed session. Once the vehicle's track width has been corrected and presented to the GTi Technical Committee for approval. The competitor will then start the rest of the day from back of his/her class.

**39. SPECIFICATION SHEET - POWER TO WEIGHT**

39.1 Secondary Dyno - 1st Performance (Wheel power) Dyno Figures:

- a) **CLASS A** - Min 1090kg from up to a max 129Kw up to max 200Nm
- b) **CLASS B** - Min 1050kg up to a max of 103Kw and up to 180Nm
- c) **CLASS C** - Min 950kg up to a max of 80Kw and up to 157Nm

39.2 Primary Dyno – Nian du Toit Racing Dyno (Flywheel power) figures:

- a) **CLASS A** - Min 1090kg from up to a max 165Kw up to max 240Nm
- b) **CLASS B** - Min 1050kg up to a max of 130Kw and up to 220Nm
- c) **CLASS C** - Min 950kg up to a max of 107Kw and up to 195Nm

39.3 The above weights are for driver and car combined.

39.4 Cars will be weighed after qualifying and both races.

39.5 Additional weight may only be added within the confines of the passenger side footwell compartment or under the driver's seat.

39.6 All ballast attachments must be approved by the GTi Challenge Committee or MSA Scrutineers.

\*Specifications for new model cars will be accommodated as they are built, i.e. Beetle, Golf 4 and 5 as well as New Polo (hatch and classic).

**40. PROTESTS / TECHNICAL CHECKS**

40.1 All cars must be run on the GTi Challenge designated dyno before they are raced. All dyno runs on the Official Dyno are to be logged in Nian du Toit Racing Dyno GTi Challenge Logbook.

40.2 In order to protest a car/driver, a fellow competitor must fill in a "Protest Form" within ½ hour of the 2nd race of the day. These forms will be available at the Clerk of the Course office.

40.3 The protest must be specific i.e. motor, power, gearbox, suspension, brakes, bodywork, etc.

40.4 The car(s) in question will have their bonnets locked and will be locked away in a designated area at the race track.

40.5 Checks will be done at an agreed venue and time as specified by the Chief Scrutineer. Should the car(s) be illegal (and the fault be seen as an unfair advantage), the GTi Challenge Committee in conjunction with the Clerk of the Course will exclude the driver(s) from the results for the day and no points will be awarded. A further penalty of 2 race meetings ban may be applied at the discretion of the Technical Committee & Clerk of the Course.

- 40.6 If the car is found to be illegal after qualifying or 1<sup>st</sup> race, it will not be allowed to continue racing on the day.
- 40.7 If the technical committee declares a car illegal for fuel, ground clearance, weight infringements or track width, the driver will have the opportunity to correct his / her car before the next race. The driver will have to present the vehicle to the technical committee before the next time session. Failing this the vehicle shall remain excluded from competing at the event.
- 40.8 Fuel may not be added, so drivers are required to finish a race or qualifying with at least 5L of fuel left in the tank.
- 40.9 The following procedure applies with regards to dyno run checks:
- a) After a race or qualifying session, and once the car has gone over the weigh bridge it will be parked in parc ferme (Refer to GCR 252);
  - b) All drivers to switch off their engines and move away from their cars;
  - c) Once all drivers are away from their cars and their engines switched off, the technical checks will be announced (which will be supported by a request form signed by the CoC, Chairman and Head of GTi Challenge Technical Committee);
  - d) The Nian du Toit Racing Dyno will be the primary Dyno (flywheel power). Cars will be held at Parc Ferme until the cars are instructed to move across to the dyno by GTi Challenge or MSA Officials. The cars/drivers remain in Parc Ferme conditions until released by the GTi Challenge Committee. The 1<sup>st</sup> Performance Dyno will be the secondary Dyno (wheel power). Cars will be held in Parc Ferme until the cars are instructed to move across to the dyno by GTi Challenge or MSA Officials.
  - e) The CofC (or appointed representative for the CofC) and at least 2 GTi Challenge Committee members will be present at the dyno. Once cars at the official dyno centre and still in parc ferme conditions, the engines are to be switched off and NOT kept idling and the driver is required to move away from his car;
  - f) Before the car can be set on the dyno, the driver or his official (in writing) representative must be present and the official representation letter must be presented to the committee before the car will be allowed to be set on the dyno.
  - g) Cars will be set on the dyno by the driver or his official representative; viii) The bonnet of the car on the dyno must be closed and the auxiliary fan be placed in front of the car 100mm to 500mm from the front edge of the car's bumper). The fan must be on for ALL RUNS (warm up – below 50 degrees celsius and power runs – above 50 degrees celsius measured at ECU) ;
  - h) The car will be run by the dyno operator at his/her discretion. At no point during any of the dyno runs may the power exceed the prescribed limits for the class in question.
  - i) If the car is below or inside the 3% tolerance the car is declared legal and may be removed from dyno;
  - j) If the car is over the 3% tolerance the car is declared illegal, the driver will be excluded from the timed session in question and will start the next timed session of the same race day from the pit lane. In the event of a power exclusion said competitor/s shall detuned to the legal power limit for the relevant class, excluding the 3% tolerance. [Measured on the Official Dyno and confirmed by the GTI Challenge Technical Committee before said competitor shall start from pitlane (sameday) or qualify/race (next race meeting)]
  - k) At this time the competitor and / or driver need to indicate to the chairman that he intends to protest (refer to part IX of the GCR's). In this case, the car needs to be impounded and locked away (at a venue determined by the chairman). If not, the car can be released from parc ferme.
  - l) No cars maybe run on the Official dyno once Qualifying has started and until the following day, unless it is requested from the Committee at which point the Committee has the sole discretion to refuse the request or not. The costs of the dyno run in this regard is at the expense of the driver;

- m) The Committee has the right to check and reset a cars air fuel ratio & timing in order to attain maximum power out of the motor (air/fuel ratio will be checked between 12.00 & 12.99 & timing will be set to a minimum of 25 degrees above 3500 rpm). If the Kw or torque figures are over at any time during this check the car will be excluded. This check is purely at the Technical Committees discretion.
- n) The GTi Challenge Committee or the designated dyno operator (including the business itself) will not be held liable for any damages to the car should it break whilst on the dyno.
- o) In the event of the cars not being run on the dyno on race day. A warm up procedure will be used. Once the car has been placed on the dyno, the operator will run the car until he/she is satisfied that the engine is warm enough to proceed.
- p) All official power runs will be done in 4<sup>th</sup> gear across all classes.
- q) A dyno run may be aborted or aborted & restarted (for mechanical reasons, wheel slip etc.) at the Technical Committees/dyno operators discretion. The dyno operator may utilise any of his equipment to effect a dyno run.
- r) Once the dyno checks are completed (1<sup>st</sup> Performance only) the cars will be towed back to the Race Track.

#### **41. TECHNICAL CHECKS**

- 41.1 For technical checks by the GTi Challenge Technical sub-committee, the same procedure will be followed. If the checks are too difficult to be done at the track, the cars will be locked away and an agreed time will be arranged.
- 41.2 The GTi Challenge Technical Sub-Committee reserves the right to request that any car, at random be checked.
- 41.3 The GTi Challenge Technical Sub-Committee reserves the right to mark and seal the motor as well as ECU's and on board ports (for laptop interfaces). The Committee reserves the right to plug into the car(s) ECU at any time during an impound.
- 41.4 Should any of these seals/markings be tampered with, the driver will be excluded from the day's results.
- 41.5 If there is any uncertainty as to the legality of potential modifications affecting these markings/seals, it is the responsibility of the competitor to seek approval in writing from the GTi Challenge Technical sub-Committee. Failure to do so, will result in exclusion should these markings/seals be inspected.
- 41.6 All bonnets and fenders are to have holes (minimum 4mm) drilled into them for the purpose of wire locking. The holes are to be drilled not more than 10cm from the front edge of the fender/bonnet. The fender will require two holes while the bonnet will require only one. Cars that have distributors will also require to have the fastening bolt for the distributor drilled for wire locking (minimum 4 mm hole)

#### **42. RULES COMMISSION**

- 42.1 The GTi Challenge Rules Commission will be made up of 5(five) technically able members that have mechanical & technical knowledge regarding race cars.
- 42.2 The Commission will comprise of a Chairman & 4(four) consultants.
- 42.3 The Commissions mandate will be to oversee any rule changes regarding the GTi Challenge Racing Series.
- 42.4 Rule suggestions may be sent to the Commission for consideration. Once the Commission has made the necessary changes the draft will be sent to SportCom for final approval.
- 42.5 Commission members will be chosen by The GTi Challenge Committee (i.e. Chairman, Vice chairman, Drivers Rep & Technical Chief) & The Commission Chairman and members of the Commission may be current drivers.



#### **43. ENDURANCE RACE**

- 43.1 The GTi Challenge rules will apply to this race in their current form unless stated otherwise below;
- 43.2 Should for whatever reason it happen that the endurance race does not take place on the specified day, the second race will be a normal 8 lap race with applicable scoring;
- 43.3 The second race for the GTi Challenge championship will be a one-hour endurance race; Entry is subject to each car entered having two drivers, one being the GT Challenge championship competitor, the second one being a MSA licensed competitor and WPMC member. GTi Challenge membership for the second driver is not needed;
- 43.4 The GTi Challenge Committee will extend an invite to the second driver at the GTi Challenge Committee's discretion;
- 43.5 The car will be entered under the GTi Challenge competitor's number. Second drivers may not have any GTi Challenge starts to their names for the current season;
- 43.6 The GTi Challenge competitor will qualify the car for both races;
- 43.7 The fastest lap time in Qualifying will determine the grid position for the 8 lap sprint race, the fastest lap times during race 1 will be used to determine the grid position for the endurance race [fastest to slowest];
- 43.8 The drivers may select who will start the endurance race;
- 43.9 The method of starting the Endurance race will be a standing start. The Starting Grid will be formed from fastest car to slowest car from qualifying regardless of Class.
- 43.10 The pre-race holding area will be utilized;
- 43.11 Cars will then proceed to the weigh bridge in grid order to be weighed before the endurance race starts;
- 43.12 Car and driver combinations are to be of legal weight before and after the race;
- 43.13 Penalty weights will not be implemented for the Endurance Race
- 43.14 Pit allocation for the endurance race will be done by the GTi Challenge Committee;
- 43.15 When cars are in pit lane they may only be worked on in the pit apron and not in garages;
- 43.16 Cars are to be stopped behind the yellow pit apron line;
- 43.17 No driver may be in the car for more than 35 (thirty-five) minutes on the timekeeper's clock, only one driver change is permitted. The Driver change window will be from the 25<sup>th</sup> minute [25:00] served by the minute [35:00]. [Drivers may only enter the pit lane for a driver change after the 25<sup>th</sup> minute and must be in the pit lane by the time of the 35<sup>th</sup> minute] Failure to comply with the driver change time frames will result in exclusion. Cars are to remain stationary in their pit bays for 2 (two) minutes during driver changes. (Vehicles must remain stationary for 120 seconds during driver change)
- 43.18 No ballast may be added to or removed from the car during the endurance race other than fuel;
- 43.19 Penalty for any rule infringement during the endurance race will start from 1 lap to a maximum of 5 laps deducted at the discretion of the Clerk of the Course;
- 43.20 Only the two drivers and two designated pit crew may work on their car, but not while refuelling the car
- 43.21 Drivers may assist each other in and out of the car;
- 43.22 Refuelling stops: The driver is to switch the car off, then exit the car before refuelling commences;
- 43.23 Once refuelling is complete only then may the driver enter the car and restart;
- 43.24 Refuelling may only be carried out with a can and jigger pipe, by a maximum of two people, who are appropriately dressed;
- 43.25 It is the driver's responsibility to make sure that he / she is safe to leave the pit apron NOT the marshals;
- 43.26 Unsafe release will be penalized;
- 43.27 Pit lane speed limit of 40km/h will be enforced;
- 43.28 Lap records will not be recorded for the endurance race;

- 43.29 One extra tyre will be added to the driver's allocation for the year provided that he / she is a classified finisher (refer to rule 11.8); In the event of the Endurance being the last race of the season the tyre rep will mark the extra tyre as an Endurance tyre. Only if the driver is a classified finisher may the endurance tyre be utilized as a carry-over tyre. Endurance tyres may only be collected from the tyre rep after the penultimate round. In the event that this extra tyre is taken by the competitor it MUST be used for the endurance race and therefore must be on the car at the start of the Endurance Race.
- 43.30 Five (5) appearance points will be awarded to all classified finishers over and above normal appearance points. Furthermore, the endurance race will count for double points (e.g. 1<sup>st</sup> place will receive 14 points if classified a full field);
- 43.31 Points will only be awarded to the GTi Challenge competitor and NOT the second driver.

**44. CERAMIC COATING**

ONLY exhaust manifolds may be ceramic coated.

**45. ACCEPTANCE OF REGULATIONS**

Each driver will sign a document confirming receipt and acceptance of these rules and regulations before competing in any GTi Challenge race, championship or series.

**46. SOCIAL MEDIA**

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the WPMC GTi Challenge Racing - Club Championship, WPMC, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and/or WPMC into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the championship.

Additionally, competitors are reminded that the Motorsport SA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.

For clarity, it is accepted that crashes are an inevitable feature of motor racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

**47. VOTING**

Only Driving members who have competed within the section at a minimum of two race meetings within a period of the previous AGM and that years AGM. If applicable, are also paid up members of that section and or are members of the standing committee are allowed to vote at sections yearly AGM.

**For further information or clarification contact:**

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