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MSA SATC CIRCULAR 01 OF 2025

Affected parties are hereby advised that as prescribed in the 2025 SATC and SATC SupaCup National Sporting Regulations the following changes are made with immediate effect:

ART 2.1 The SATC Management Team is hereby confirmed as follows:

- a. Ian Schofield - Promoter
- b. Mike Rowe - VW Motorsport

ART 2.13 Anthony Taylor is appointed as the SATC and SATC SupaCup Driver Conduct Official.

22. DATA LOGGING AND DATA SHARING POLICY

22.1 Data Logging

22.1.1 SATC:

All SATC competitors are required to use the Motec data logger as part of the Motec ECU system or any other system specified by SATC to record the required data during qualifying and the races. The required data is GPS car speed, engine rpm, throttle position, absolute inlet manifold boost pressure and ignition timing to equalise performance. More channels may be recorded for the competitor's own use. Additional data may be requested by the TC's.

22.1.2 ~~The original Life Racing GPS as well as the Nicor GPS will be allowed for data logging.~~
RESERVED.

22.1.3 The onus is on competitors to ensure that credible, unmanipulated data is available to the TC's. Competitors not ensuring data availability and not complying with the necessary requirements for fitting data loggers as instructed and ensuring that boost sensor tubes are not in any way blocked, leaking, or kinked and that power supply is sufficient and download cables for computer data systems are available, will be considered not to be in compliance with the series technical regulations. Such competitors will be penalised accordingly. For not being able to supply complete and correct data when required to do so, 20 seconds will be added to the competitor's race time for the first offence. Additional penalties may be applied, based on the TC's recommendation to the CoC.

22.1.4 Competitors may not remove their race vehicles from parc fermé after the qualifying session and the races of the day until they have completed all checks, including data downloading, and have been cleared by the TC's. Failure to comply with any of the above conditions will result in a penalty as per GCR 177. All race vehicles that start a qualifying session or race must be taken over the scale and to parc fermé before returning to the pit area. The onus is on the competitor or team. If the competitor is not able to cross the scale and enter Parc Fermé, the competitor has to make alternative arrangements with the TC's. Failing this, penalties may apply.

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



sport, arts & culture

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G. Waberski, Honorary President: R. Schilling

22.1.5 In addition to the original Life Racing GPS, the Nicor and ECUMASTER (part no 3S2GPS0001) GPS units will be allowed for data logging during events. The Life Racing GPS is the primary GPS used for data sharing. The Nicor and ECUMASTER (part no 3S2GPS0001) GPS units are optional and secondary (will not be used for data sharing). RESERVED.

22.2 Data Sharing

22.2.1 SATC:

All data from practice 1 to the final race collected by or on behalf of SATC including without limitation all data from in-car cameras shall be made available to SATC. The TC's may disclose the data to third parties for any reasonable purpose. All data collected excluding in-car camera footage, is available to all competitors with the permission of the TC's. Data will be made available after the last practice session on Friday or before qualifying if also held on the Friday, and at the end of race day.

The TC's will request the teams to download data in Parc Fermé after which the TC and the team representatives will inspect the data for transgressions. The teams will collect the data on team memory stick, or any alternative device as required by the TC's.



SAMANTHA VAN REENEN

SPORTING SERVICES MANAGER: CARS, KARTING AND LEGAL

6 March 2025