



REGULATIONS AND SPECIFICATIONS FOR THE 2014 NORTHERN REGIONS PRO TOUR GT CHALLENGE CLUB CHAMPIONSHIP

MSA NORTHERN REGIONS MOTORSPORT CIRCULAR NR 56/2014 (158944/134)

1. AIM OF THE CHAMPIONSHIP

To declare a Pro Tour GT Challenge Series Champion and Class winners.

2. CONTROLLERS OF THE CHAMPIONSHIP

The Controllers of the Championship will be Motorsport South Africa (herein referred to as MSA), who have delegated the management and control of the championship to Pro Tour.

3. DEFINITION

The Pro Tour GT Challenge Club Championship shall be open to all sports cars manufactured locally and overseas with GT specifications to fit the regulations and specifications of the Pro Tour GT Challenge Club 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. DRIVER ELIGIBILITY

The Pro Tour GT Challenge is open to all holders of a valid club competition licence issued by the MSA and who are domiciled in all areas under the jurisdiction of the MSA.

6. REGISTRATION

6.1 Any teams or individual drivers wishing to take part in the Pro Tour GT Challenge must register as competitors with Pro Tour by submitting a Series Application Form.

6.2 An annual association fee is payable to Pro Tour in order to compete in the Pro Tour GT Challenge.

6.3 Acceptance or rejection of an application for entry is entirely at the discretion of Pro Tour.

6.4 Failure to comply with any of the registration provisions as detailed and referenced above in "6.REGISTRATION" will result in immediate exclusion from eligibility to compete in any of the event proceedings and an unconditional waiver and surrender of any rights of protest against this ineligibility to participate or compete.

7. AUTOMOBILE ELIGIBILITY

7.1 Each automobile must comply with the provisions set out by Pro Tour and be detailed in the List of Eligible Automobiles to be eligible to compete in the Pro Tour GT Challenge.

Note: Pro Tour reserves the right to add automobiles to the List of Eligible Automobiles at any time.

7.2 The Pro Tour GT Challenge shall be open to all GT-type automobiles manufactured locally or overseas, broadly reflective of applicable FIA homologated GT2, GT3 and GT4 examples, or as deemed eligible by the Pro Tour.

7.3. FIA GT2/GT3/GT4 homologated automobiles must be compliant with the approved FIA homologation documents for that automobile. Any departure from the FIA homologated specifications must be pre-approved by Pro Tour.

7.4. Competitors wishing to enter an automobile in the series which is not on the List of Eligible Automobiles, or for which FIA GT homologation documents do not exist, or who wish to depart from the specifications homologated by the FIA (e.g. change in drive train) are required to submit a written request to the Pro Tour, detailing the original specification of their automobile and their rationale as to why the automobile should be considered eligible in the series, or detailing the changes being made and why the departure from homologated specifications is justified. The final decision rests with the Pro Tour.

7.5. Reproduction or prototype cars will be permitted only with the permission of the Pro Tour.

8. LATITUDES AND TECHNICAL SPECIFICATIONS

The following technical specifications and latitudes apply to all eligible automobiles:

8.1. Bodywork must be respected and must be based on a factory built model past or present. The automobile must be easily recognisable as a specific factory produced model. A competitor may request a deviation from the factory model specification which must be pre-approved by Pro Tour.

8.2. The engine position must remain as per the original factory specification. A competitor may request a deviation from the factory model specification which must be pre-approved by Pro Tour.

8.3. As a general rule, all cars must have the engine and chassis of the same manufacturer unless otherwise homologated by the FIA, or approved by Pro Tour.

8.4. Unless specified in the relevant FIA approved homologation documents, or pre-approved by Pro Tour, the use of a compressor and/or turbocharger is prohibited.

8.5. The use of any device that allows the boost pressure, or the ECU controlling the boost pressure, to be adjusted whilst the automobile is in motion, is prohibited.

8.6. With the exception of exchangers and pipes between the supercharging device, the intercooler and the manifold, the supercharging system is not permitted to be modified unless pre-approved by Pro Tour.

8.7. The dome of the vehicle must remain as per the original manufacturer's specification. The material of manufacture for the fenders, bumpers, sills, bonnet, boot and windows are free.

8.8. Weight reduction and reinforcement is allowed but must remain within reasonable safety boundaries. If an automobile is deemed to be unsafe by the scrutineer – as a consequence of weight reduction or reinforcement practices – this automobile will be excluded from the Pro Tour GT Challenge until the situation is rectified.

8.9. Wings and spoilers are to be as per the general FIA homologation standards for a GT category or as approved by Pro Tour. All replica/reproduction automobiles are to retain the bodywork of the original specification automobile, such that it remains period correct.

8.10. Insulation material may be removed.

8.11. Passenger seat may be removed.

8.12. All automobiles must have working brake lights, tail and headlights, front and rear direction indicators, placed in position as per original manufacturer's specification. A competitor may request a deviation from the factory model specification which must be pre-approved by Pro Tour.

8.13. Dashboards must be in place, and must retain original shape, design and mounting points. Material of construction is free.

8.14. Suspension is free, provided original manufacturer specifications and mount points are maintained.

8.15. Brake modifications are free.

8.16. Wheel & Tyre dimensions are free but the use of 18" wheel sizes is recommended. Wheels and tyres are to fit inside the bodywork. Pro Tour reserves the right to restrict tyre sizes in order to maintain a balance of performance between eligible automobiles.

8.17 Only one set of new tyres is permitted per race weekend. Drivers must make use of this set of tyres for the official qualifying and both race heats. Tyres will be marked and any infringements will result in exclusion from the race results. Should a competitor be required to replace a tyre for safety reasons or due to damage, it is up to that competitor to notify the scrutineer on the day and obtain approval prior to the race.

8.18. A standard fuel tank as provided by the manufacturer may be retained. A racing safety fuel cell is recommended.

8.19. The battery position is free, but it must be securely mounted and sealed to the satisfaction of the scrutineers.

8.20. All automobiles are required to be fitted with a forward-facing camera mounted in the interior of the vehicle, such that the drivers' hand movements will also be recorded. The in-car camera system must be switched on and remain fully operational for the duration of all track sessions. Upon request, camera footage must be made available to race officials. Failure to comply with these requirements will result in a penalty at the discretion of the Clerk of the Course which may not exceed exclusion from the results, a fine of R 5000 or a combination of these.

8.21. Pit-to-car communication is permitted during any official practice session, official qualifying session or official race.

8.22. In-car timing, by way of electronic lap timing equipment, stopwatches or any other means is permitted.

8.23. The use of tyre warmers is permitted subject to the supply of own power source to generate the required power supply.

9. SAFETY

9.1. Fire extinguishers, cut out switches, safety harnesses and drivers' clothing must be per FIA specification.

9.2. A FIA approved Helmet and Head & Neck Restraint (HANS) device is compulsory for all competitors.

9.3. A roll cage, with a minimum of 6 mounting points, is required to prevent serious deformation of the bodywork in the event of a collision or a roll over. Roll cages complying with the FIA Appendix J specification (copies available from MSA) are recommended as per GCR 239. Pro Tour reserves the right to reject any vehicle where the roll cage is deemed to be inadequate for the intended purpose.

10. EVENT OPERATIONS

10.1. Practice and Testing

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

10.2. Race Timing

10.2.1 Where applicable, a timing transponder must be mounted, in the designated bracket and position as required by the SR's or Final Instructions for any particular event. Should this position not be detailed, then it should be mounted according to the following guidelines:

- Vertically positioned
- Minimal metal screening or metal obstruction in a downwards direction
- Behind the B-Pillar
- In "line of sight" with a window, and
- On the side of the car (left or right) that will be most central on the circuit when passing over the timing pick up loop which is embedded in the surface of the circuit.

10.3. Qualification

10.3.1. Starting grid positions for the Pro Tour GT Challenge will be determined as per MSA SSR 29.

10.3.2. Each driver should complete a minimum of 2 timed qualifying laps in the car to be raced and in the correct qualifying session in order to set a grid starting position.

10.3.3. The fastest qualifying lap time will be used to establish a grid starting position for heat 1 and the 2nd fastest qualifying lap time will be used to set a starting grid position in heat 2.

10.3.4. If a driver fails to qualify, the automobile will be placed at the back of the class that the vehicle is classified in, provided there are 3 or more cars in that class. If there are fewer than 3 cars starting in the said class, the driver will start at the back of the next lower order class. The driver is required to request grid placement from the CoC and to comply with the additional relevant requirements in order to obtain a grid starting position.

10.4. Race

10.4.1. The Pro Tour GT Challenge races will comprise of two races of a minimum of 10 laps each or alternatively races of a maximum duration of 30 minutes +1 lap. The format will vary from circuit to circuit at the discretion of Pro Tour.

10.4.2. The Pro Tour reserves the right to change the race format to accommodate “special” events. Such changes may, for example, include the scheduling of an endurance race with a compulsory pit stop, or the running of shortened sprint races to accommodate other track events.

10.4.3. The “White Line Rule” in SSR 50 i) i) will apply for both race heats with the exception that the lead automobile may choose either side of the white line on approaching a designated corner. Crossing the white line is not permitted.

11. CLASSIFICATION OF AUTOMOBILES

11.1. Pro Tour GT Challenge entrants will initially be classed based on simple power to weight calculations. The following table reflects reference values per class in the Pro Tour GT Challenge:

CLASS	REFERENCE AUTOMOBILE	POWER-TO-WEIGHT RATIO (kW at flywheel* and mass in kg**)
A	2012 Porsche 997 GT3 R	> 0.3kW/kg
B	2007– 2010 Porsche 997 GT3 Cup	> 2,4kW/kg – 0,3kW/kg
C	2001 – 2005 Porsche 996 GT3 Cup	Up to 2,4kW/kg

* to calculate flywheel power based on power at the wheels multiply value by 1.333

** mass of car in race ready condition with 20l fuel, excluding driver

11.2. In order to ensure racing remains competitive and to manage balance of performance, the Pro Tour reserves the right to re-classify an entry based on its relative performance compared to the rest of the class.

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

11.4. Any competitor who has had his/her automobile re-classified shall have the right, within 14 days of being notified, to address the Pro Tour in writing, objecting to the re-classification. The Pro Tour will take into consideration the competitors objections before finalising their decision.

11.5. No change to an automobile’s performance, either from a weight or a power management perspective, is to be carried out during the season without first notifying the Pro Tour. Changes may result in the re-classification of the automobile.

11.6. To be classified, an entrant must be able to demonstrate the ability to consistently exceed the following minimum lap times:

Circuit	Minimum dry weather lap time
Kyalami	2:00.000

Phakisa	1:54.000
Zwartkops	1:12.000

All the above times are in seconds. Pro Tour shall have the right to adjust the above lap times, from time to time.

12. SCORING

12.1. The Pro Tour GT Challenge will be contested over invitational rounds for Classes A, B and C.

12.2. The results for each round of the Pro Tour GT Challenge shall be determined by the number of points scored by each driver within their class at that round.

12.3. Drivers will not be allowed to discard any results.

12.4. The driver gaining the highest points total in class, over all applicable rounds of the Pro Tour GT Challenge, shall be declared the Class Winner.

12.5. The driver gaining the highest overall points total over all applicable rounds of the Pro Tour GT Challenge shall be declared the Pro Tour GT Challenge Winner.

12.6. In the event of a tie at the end of the season, final positions shall be determined by comparing the race results achieved by each tied driver, with the driver with the highest number of first places being awarded the higher overall position. If at this stage a tie still exists, it shall be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied driver until all positions have been determined.

12.7. Points Scoring

12.7.1. Heat 1 points will be scored, in classes, on the following basis:

Finishing position in Class	Points
1st	10
2nd	8
3rd	6
4th	5
5th	4
6th	3
7th	2
8th	1

12.7.2. Heat 2 points will be scored in classes on the following basis:

Finishing position in Class	Points
1st	15
2nd	12
3rd	9
4th	8
5th	7
6th	6
7th	5
8th	4
9th	2
10th	1

12.7.3. If there are less than three (3) starters in each class, the points awarded for that class will be divided by two (2) for heat 1 and by three (3) for heat 2.

12.7.4. Ten (10) bonus points will be awarded to each competitor for entering and taking part in at least one official practice, qualifying or any of the race heats at an away race. An

away race is defined as a race meeting held at Welkom, East London or Cape Town or any other circuit specified by Pro Tour.

12.7.5. A Single Bonus point will be awarded to the competitor who qualifies fastest in official qualifying. The bonus point will be awarded to the fastest qualifier in each class provided there are three (3) or more automobiles qualifying in that class.

12.7.6. A Single Bonus point will be awarded to the competitor who has the fastest overall lap on the day in a race heat. The bonus point will be awarded in each class provided there are three (3) or more cars racing in the class.

12.7.7. To be classified as a starter, a competitor must participate in at least one of the official practice or qualifying sessions or in one of the race heats listed in the supplementary regulations for the event.

12.7.8. A competitor may accumulate points towards the overall Pro Tour GT Challenge series win from more than one class during the season. All class points shall be scored in the relevant class in which the automobile was classified.

12.7.9. Should a race heat be stopped or shortened before completion of 75% of the full race distance, no points will be scored for that heat.

12.7.10. For trophy purposes on a race day, the lowest total combined race time across the two race heats will determine the winner and subsequent positions in each class. The Pro Tour reserves the right to award other trophies based on criteria specified on the day.

13. NOTES

13.1. Technical control of the Pro Tour GT Challenge is vested in Pro Tour in conjunction with a Technical Consultant (TC) appointed by Pro Tour.

13.2. The Pro Tour GT Challenge TC will be responsible for the management and enforcement of the Regulations and Specifications of the Pro Tour GT Challenge.

13.3. The Pro Tour GT Challenge TC will consult with Pro Tour management in all decisions related to the enforcement of the Regulations and Specifications of the Pro Tour GT Challenge.

13.4. The Pro Tour GT Challenge TC may not make any changes to the Regulations and Specifications of the Pro Tour GT Challenge, without the express approval of the Pro Tour.

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

13.6. The series shall be known as the Pro Tour GT Challenge Series. All vehicles are to carry series sponsors decals and numbers as required by the GCRs and SSRs in the MSA Handbook.

13.7. Only the first set of sponsors decals will be supplied free of charge to competitors. Should a competitor require a subsequent set of decals, the set will be provided at the competitor's expense. The amount payable will be advised by the Pro Tour.

14. YELLOW AND RED CARD SYSTEM

14.1. Yellow and Red card penalties may be issued by the Clerk of the Course to competitors for reckless and dangerous driving, bumping and/or causing damage to their own and other cars, unsportsmanlike behavior and/or contravention of these regulations and the regulations governing motorsport as issued by MSA.

14.2. If a competitor is issued with a Yellow card, a yellow sticker of 15 x 20 cm will be prominently displayed alongside the competitor's name on the sides and front of their vehicle and he/she will be under observation for the following two race events in which they participate. If the competitor is penalised with a second Yellow card whilst already subject to a previous Yellow card penalty, he/she will automatically be penalised with a Red card.

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

14.4. The Pro Tour GT Challenge TC will enforce a driver's code of conduct. Compliance with this code of conduct is a condition of participation in the Championship competition and must be signed and submitted with the registration documentation prior to participation in the competitor's first race in the 2013 series. Failure to comply with these conditions will render the competitor ineligible for participation.

ADDENDUM A

List of Eligible Automobiles

All FIA-GT type cars

Examples of eligible automobiles are:

- Ferrari F430 FIA GT3-009, 01/01 EVO
- Lamborghini Gallardo FIA GT3-004, 01/01 EVO
- Aston Martin DBRS9 FIA GT3-003, 01/01 EVO, 02/01 EVO
- Dodge Viper FIA GT3-002, 01/01 EVO
- Ford GT FIA GT3-016
- Chevrolet Corvette Z06 FIA GT3-005, 01/01 EVO
- Lotus Exige GT3 FIA GT3-014
- Maserati Trofeo GSL FIA GT3-001
- Porsche 997 Cup S FIA GT3-015
- Jaguar XKR FIA GT3-012
- Ferrari 360 GT
- Dodge Viper ACR
- Porsche 911 (996) GT3 RSR
- Lamborghini Diablo GTR
- Ferrari 360 GT
- Ferrari 360 Challenge
- Ferrari 430 Challenge
- Dodge Viper ACR
- Corvette C5
- Maserati Trofeo Light
- Porsche 996 GT3 Cup
- 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)
- KTM X-Bow
- 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 Pro Tour.