



# Rules and Regulations

**WPMC**

**CLUB CHAMPIONSHIP**

**2017**





**WPMC GTi Challenge Racing - Club Championship**  
**Rules & Regulations for 2017**

**Committee:**

Chairman	-	Zaki Hendricks
Vice Chairman	-	Dewald Lubbe
Chief Tech Officer	-	Craig du Toit
Drivers Rep	-	Miguel Pasqualli
Tyre Rep	-	Wheelworx Mag repairs
Treasurer	-	Jayne Swart
Secretary	-	Byron Wanza
Sticker Rep	-	Wendy Aucamp

**Technical Sub Committee:**

Chief Tech Officer	-	Craig du Toit
Technical Officer	-	Mitch Pasqualli
Technical Assistant	-	Brett Roach
Technical Assistant	-	Andrew Goslett
Technical Consultant	-	
Technical Consultant	-	Gilbert Dumont (Gearbox related)

**Rules Commission :**

Chairman	-	Craig du Toit
Member	-	Greig Edwards
Member	-	Robbie Ferroli
Member	-	Nian du Toit
Member	-	Muneer Allie

**Class Reps:**

Class A	-	Nian du Toit
Class B	-	Peet vd Walt
Class C	-	Gideon Serfontein

**General:**

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.

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. If any modifications / adjustments have been made to a competitor's car which could affect the power, it is his/her responsibility to hand in a new dyno sheet to the GTi Challenge Committee **before** the next race.

No tyres, stickers, race numbers or merchandise will be given to a driver unless it has been paid for to the GTi Challenge Committee.

Qualifying - refers to the timed session that determines grid positions for the race

Race 1 - refers to the first race of a raceday

Race 2 - refers to the second race of a raceday

A 'Raceday' - refers to Qualifying, Race 1 & Race 2.

**Competition numbers:** Competition numbers must be displayed in accordance with MSA GCR's, SSR's and applicable Bulletins issued by MSA in ALL regards. Each of the 3 classes will have black numbers on a different coloured background to designate the different classes.

**NB:** 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.

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.

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

- (b) The WPMC Sporting Committee gives these powers to the GTi Challenge Technical Committee. The controllers reserve the right to amend these rules at their discretion.
- (c) Any amendments to these rules and regulations will be done with the approval of the WPMC Sporting Committee. Competitors will be give at least 7 days notice before the next raceday.
- (d) The current MSA handbook contains all relevant rules and regulations applicable that are not inverted by these GTi Challenge rules and regulations.

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(d)

(Invitational drivers will be allowed to compete at the discretion of the GTi Challenge Committee. GTi Challenge membership is not required in this respect however WPMC membership is still required).

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- (b)
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6. \_\_\_\_\_

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(k) -

7. \_\_\_\_\_

(a) -

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Lap records will be reset:

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(e) -

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9. \_\_\_\_\_

There will be 3 point scoring classes:

**Class A:** This section will be split into 2 sub classes, for the sake of power to weight calculations:

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**Class B:** Modified 1800 8v - to a max of 115kw (up to 200nm) or  
2000 8v - to a max of 115kw (up to 200nm)

**Class C:** Modified 1800/1600 8v - to a max of 95kw (up to 180nm)

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11. \_\_\_\_\_

(a)

- (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 8 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 raceday forming part of the championship.
- (f) In the event of the GTi Challenge Committee and 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 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):

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(j)

12. \_\_\_\_\_

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**TECHNICAL SPECIFICATIONS:**

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

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14. \_\_\_\_\_



15. \_\_\_\_\_

16. \_\_\_\_\_

(a) \_\_\_\_\_

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

(b) \_\_\_\_\_

VW fuel injection or carburettor. Only standard throttle bodies allowed for both MP9 & K-jet models. Inlet manifolds may be matched up to 80mm into the port of the manifold. Carburettors allowed are Keihin, 2B2, 36DCD. Any VW fuel rail and injector may be used

(c) \_\_\_\_\_

VW fuel injection or carburettor. Only standard throttle bodies allowed for both MP9 & K-jet models. Inlet manifolds to remain standard. Carburettors allowed are Keihin, 2B2 or 36DCD. Any VW fuel rail and injector may be used

17. \_\_\_\_\_

18. \_\_\_\_\_

(a) \_\_\_\_\_

Pistons and bores are free.

(b) \_\_\_\_\_

Only GTi Challenge Technical Committee approved standard replacement pistons may be used - \*1,5mm max oversize is allowed. Pistons may not be modified in any way except to remove metal below the lowest point of the gudgeon pin position for balancing purposes. No machining marks are allowed on the piston tops. 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). Class B 2 Litre engines may only make use of standard replacement pistons. (ie 82.5mm max).

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20. \_\_\_\_\_

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21. \_\_\_\_\_

(a) \_\_\_\_\_

(b) \_\_\_\_\_

(c) \_\_\_\_\_

Standard 2.0 crank - max stroke 92.8mm (for Class B only)

22. \_\_\_\_\_

(a) \_\_\_\_\_

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23. \_\_\_\_\_

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(b) \_\_\_\_\_

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(c) \_\_\_\_\_

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24. \_\_\_\_\_

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26. \_\_\_\_\_

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(h) \_\_\_\_\_

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27. \_\_\_\_\_

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(r)

**Class A:**

Shocks, shock mountings & springs are free - ride heights may be adjustable.

Castor plates allowed - max offset 40mm.

Standard lower control arm & ball joints; mounting positions to remain unchanged. Rear bush on front lower control arm may make use of a spherical bearing instead of polyurethane.

\_\_\_\_\_  
Strut casings may be shortened.

Only standard lower control arm and ball joints are allowed.

Coil over suspension allowed but non-adjustable for compression and rebound. Castor plates allowed - max offset 40mm. Removing the adjustable facility on adjustable struts will not be permitted.

\_\_\_\_\_  
Strut casings may be shortened.

Standard spring seats to remain in the standard position of a factory style VW shock.

Coil over springs allowed with appropriate non-adjustable adaptors to ensure proper fit.

Spring seat heights:

Front suspension leg/shock absorber - From the top of the mounting ears to the bottom of the spring cup - minimum 153mm.

Coil over suspension allowed but non-adjustable for compression and rebound.  
Removing the adjustable facility on adjustable struts will not be permitted.

**All Classes:**

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

28. \_\_\_\_\_

(a) \_\_\_\_\_

Maximum diameter - 288mm

Booster may be removed.

Master cylinder free but must remain VW product.

Standard VW production rear disks & callipers allowed.

Only callipers that use FDS774 brake pad or the FDS1419 brake pads may be used.

(b) \_\_\_\_\_

Maximum diameter - 256mm

Only callipers that use FDS774 & FDS1398 brake pad may be used.

Larger volume VW Production master cylinder may be fitted.

Rear brakes must remain standard as per model.

(c) \_\_\_\_\_

Maximum diameter - 239mm

Master cylinder to remain as per factory spec.

Must run with brake drums in the rear - Mk1 180mm and Polo 200mm.

29. \_\_\_\_\_

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30. \_\_\_\_\_

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- (i) Wheel studs must not protrude past the edge of the rim.  
Rim centre must not protrude past the edge of the rim.

31. \_\_\_\_\_

32. \_\_\_\_\_

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	1695	1640
Polo 6	1730	1675

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.

33. \_\_\_\_\_

**CLASS A:** (This class will run on 2 weight divisions, to get an ideal power to weight figure of a round 138.

**CLASS B:** Min 980kg up to a max of 115kw and up to 200nm  
**CLASS C:** Min 950kg up to a max of 95kw and up to 180nm

- (a)
- (b)
- (c)
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- (f)
- (g)

\*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).

**34.** \_\_\_\_\_

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- (f)
  
- (g)
- (h)
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  - g.
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35. \_\_\_\_\_

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  - aa.
  - bb.

cc.

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### **39: 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.

**As of 2018 the following rules will be implemented:**

- **Class C may only make use of Golf mk1 Chassis.**
- **Class D will be formed. It will run as per Class C rules but will make use of a road tyre (Tyre allocations and make of tyre tbc. Minimum of 6 drivers will be needed to start this class. Additional rules to follow ie past race experience, age limit etc)**

**For further information or clarification contact:**

<b>Official</b>	<b>Cell Number</b>	<b>Email Address</b>
Zaki Hendricks (Chairman)	0723526616	<a href="mailto:zaki@wheelworx.co.za">zaki@wheelworx.co.za</a>
Dewald Lubbe (Vice Chairman)	0824962488	<a href="mailto:dewald.lubbe77@gmail.com">dewald.lubbe77@gmail.com</a>
Craig du Toit (Chief Technical)	0839482858	<a href="mailto:craigdutoit99@gmail.com">craigdutoit99@gmail.com</a>