



MOTORSPORT SOUTH AFRICA NPC

Reg. No 1995/005605/08

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MSA CROSS COUNTRY CAR CIRCULAR 1 OF 2017

1. Please refer to **REGULATIONS APPLICABLE TO CROSS COUNTRY RACING - PART I: APPLICABLE TO ALL EVENTS.**

1.1 Change SSR 303 [iii] as below indicated in italics:

The qualifying route shall consist of a distance of ***approximately fifty (50)*** kilometres for sprint events.

For Marathon events, the qualifying route shall consist of between one hundred (100) and two hundred (200) kilometres. The first fifty (50) kilometres must form part of the first racing loop.

1.2 Change SSR 307 [i] b) as below indicated in italics:

QUALIFYING RACE CLASSIFICATION:

Qualifying race start time for each competitor will be as published in the start order document by the organisers. Race end time will be the final control flying finish time of each competitor. Elapsed time will be calculated as final control time minus the qualifying race start time of each competitor.

The elapsed times including penalties will be classified from shortest to longest. Refer SSR 306 [i] and 314 [i] a).

This will determine the start order for the main race. Protests received disputing the results of the qualifying race will be heard by the Stewards of the meeting, and their decision will be final.

Competitors who finished the qualifying race up to and including 30 minutes after the fastest qualifying time will have their actual qualifying race time added to their overall race time.

Competitors who finished the qualifying race more than 30 minutes after the fastest qualifying time will get the fastest qualifying time plus 35 minutes handicap added to their overall race time.

Competitors who did not finish the qualifying race will get the fastest qualifying time plus 45 minutes handicap added to their overall race time.

Competitors who did not start the qualifying race will get the fastest qualifying time plus 60 minutes handicap added to their overall race time.

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



Directors: Adv. G. T. Avvakoumides (Chairman), A. Scholtz (Chief Executive Officer), A. Taylor (Financial), P. du Toit, D. Easom, J. Fourie, G. Hall, A. Harri, M. Rowe, R. Schilling, Ms N. Singh, Ms M. Spurr
Honorary Presidents – Mrs B. Schoeman, T. Kilburn

- 1.3 Change SSR 310 [i] f) as below indicated in italics:

Compulsory DSP Stop

After loop one competitors will enter the compulsory DSP stop as per event SR's. For **all** races competitors will exit DSP on the time indicated on the time card and start loop two, **or as determined by the Clerk of the Course in a published restart list**. Late exit **at DSP** will be added to loop two race time.

2. Please refer to **REGULATIONS APPLICABLE TO CROSS COUNTRY RACING - PART II: CLASSIFICATION AND VEHICLE SPECIFICATIONS.**

- 2.1 Delete Part II: SSR 3.1 Note as below indicated in italics:

~~Note: Production vehicles in Class T fitted with IRS will carry an additional 50 kg mass. Refer Art 8.2.1.3~~

Production vehicles in Class S will comply with the 2014 FIA regulation, which is 60 kg higher than the table below. Refer Art ~~8.3.1.3~~ 13.4.1.2

- 2.2 Change Part II: SSR 3.2.8.i) as below indicated in italics:

- Ford, Nissan & Toyota , 4000 cc,	
class S, weight exceeding 1900 kg,	
built before 1 Jan 2014	39
- Ford, Nissan & Toyota, 4000 cc,	
class S, built after 1 Jan 2014 weight exceeding 1825 kg.	37

- 2.3 Delete Part II: SSR 12.6

- 2.4 Delete Part II: SSR 13.7

- 2.5 Add Part II: SSR 14. as below:

14. CLASS. FIA T1 VEHICLES

This category will conform entirely to FIA App J Art 285 - 2017

Specific Regulations for Modified Cross-Country Cars Group T.

- 2.6 Change Part II: SSR 13.3.3.1 as below indicated in italics:

General

~~4x2 and~~ **Only** 4x4 drivelines are allowed. Mechanical drive only. No electric, hydraulic, pneumatic drives allowed. **Hydraulic** torque converters allowed.

- 2.7 Change Part II: SSR 13.4.2.3 as below indicated in italics:

Engine position. The intersection of the front face of the cylinder block and the crankshaft centerline must be more than ~~1400~~ 100 mm forward of the front axle centerline.

Engine height to be governed by the Commission Approved front differential housing mounted generally on the front axle centerline, and the engine mounted over this differential. See Addendum 3.

~~For 2 wheel drive vehicles, the engine crankshaft centreline may not be lower than in the original vehicle.~~

2.8 Change Part II: SSR 13.4.3.1 as below indicated in italics:

Gearbox

- ***Only 4x4 drivelines are allowed. Mechanical drive only. No electric, hydraulic, pneumatic drives allowed. Hydraulic torque converters allowed.***
- *Free from the marque with production ratio's only, or*
- *Commission Approved gearbox. Refer C.A. list.*
- *Ratios are free.*

2.9 Change Part II: SSR 13.6.1.1 as below indicated in italics:

Engine

~~Five (5)~~ ***Four (4) Cylinder or less naturally aspirated petrol or turbo charged diesel.***
~~Petrol Maximum engine capacity 3500cc. 3000cc. Diesel maximum capacity 3200cc.~~
Capacity multiplication factor of 1,7 for turbocharged engines remains applicable.



ARCHIE RUTHERFORD
CEO SANORA



WAYNE RIDDELL
SPORTING SERVICES MANAGER

Date: 23 March 2017

Reference: 161155/157(f)