MSA CROSS COUNTRY CAR CIRCULAR 5 OF 2017

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

1.1 Change SSR 307 [i] d) **Marathon Race Classification** as below in red:

Heat one and heat two start times for each competitor will be as published in the start order documents by the organisers. Heat one and heat two race end times will be the final control flying finish times of each competitor. Elapsed times will be calculated as race end times minus heat start times of each competitor. Refer SSR 306 [i].
The elapsed times including time penalties will be classified from shortest to longest. This will be the competitor's classification for the heat.
The heat one classification will determine the heat two starting order.
Protests received disputing the results of heat one will be heard by the Stewards of the meeting, and their decision ~~be final.~~ will determine the starting order for heat two. Refer GCR's 201(ii) and 217(in conjunction with 212).
Competitors who did not finish heat one may restart in heat two.
The sum of the elapsed times for qualifying, heat one and heat two, including all time penalties, will be classified from shortest to longest. This will be the competitors classification for the Marathon event. The Marathon event winner will have the shortest total time, following to the longest total time for the last finisher.
Competitors who did not finish heat one will not be classified as Marathon event finishers. However, heat one DNF competitors who start heat two and finishes, will be classified as heat two finishers. The classification will be the elapsed time for heat two, plus any penalties incurred on heat two.

1.2 Change SSR 314 [i] b) **STARTING ORDER: Main Rac**e for Sprint Races, as below in red italics:
The starting gap between cars will be *~~a minimum of~~* two minutes for sprint races. The gap may be *~~increased~~ changed* by the COC if conditions warrant it.

1.3 Change SSR 319 B [i] as below in red italics:
This award will be made to the highest placed two (2) *~~teams~~ cars* from the same

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entrant

1.4 Change SSR 320 4.2 as below in red italics:

4.2 **HEAT 1**

Day 1 (Friday) - qualifying race *to determine start position for Day 2.*
Day 2 (Saturday) - run and scored as a normal national race with full points. All time penalties for not qualifying or not starting will apply. Refer SSRs *307 and 314 [i]*
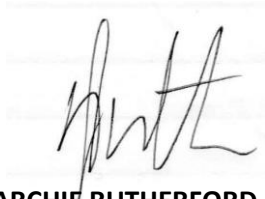**HEAT 2**
Day 3 (Sunday) - run and scored as a normal national race with full points. All time penalties for not *finishing HEAT 1* will apply. Refer SSR's *307 and 314 ALL Competitors classified as HEAT 2 finishers will be eligible to score full points for the heat.*

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

2.1 Change Part II: SSR 13.3.2.1 Engines as below in red italics:

- all normally aspirated engines must retain the original inlet manifolds and throttle bodies as per Group N specification. The manifolds must remain unmodified. The addition of a *metallic* spacer, maximum thickness 70 mm, between the inlet manifold and the cylinder head is allowed. All unused apertures must be sealed completely. No breather systems allowed in between the restrictor and the cylinder head.

ARCHIE RUTHERFORD
CEO SANORA

WAYNE RIDDELL
SPORTING SERVICES MANAGER

Date: 19 May 2017

Reference: 161245/157(f)