



MSA HANDBOOK 2012



Non - Circuit
Cars

MOTORSPORT - SOUTH AFRICA



NON-CIRCUIT REGULATIONS

CAR REGULATIONS

The contents of this Hand Book take effect from 1st January 2012

www.motorsport.co.za

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Please consult our website for category regulations, as well as any updates or changes made throughout the year.

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REGULATIONS APPLICABLE TO RALLIES

For vehicle specifications and classes see "Motorsport SA specifications and regulations".

Part 1:

Applicable to all events

Part 2:

Applicable to Special Stage events

Part 3:

Applicable to Regularity events

Part 4

Applicable to events using competitors' sealed watches

Part 5

Applicable to SA Rally Championship

The SSR's listed herein and marked with an asterisk are obligatory and shall apply in full without amendment or omission. The promoters/organisers may decide that all or any of the remaining SSR's in fully shall not apply under the relevant sub-headings. Promoters/Organisers must specify in their SR's which SSR's (without asterisk) in full will not apply and to which sub-heading they refer. If an amendment to any of these latter SSR's is required, the full text of each amended SSR must be published in the SR's.

PART 1 APPLICABLE TO ALL EVENTS

SSR**161. ELIGIBLE COMPETITORS AND ENTRANTS:**

Any person or legal entity holding a competition licence valid for the current year is eligible to compete. Where the entrant is a legal entity, or in any case not part of the crew, the first driver named on the entry form will be held solely responsible for all the liabilities and obligations of the competitor, throughout the whole competition.

Any competitor applying for a competition licence: Competitors aged 15 to 16 years of age may only obtain a competition license endorsed for Navigational purposes. Competitors aged 17 and older in possession of a learners or driver's license may be issued with a competition license permitting the competitor to drive a vehicle failing which licenses must be endorsed for Navigation only. Any competitor in possession of a license endorsed as a navigator may however drive a vehicle on private property if such conduct is authorized by MSA and or the relevant Commission President.

A certified copy of both the driver and co-driver 's identity document must be submitted to the organisers as this is required if a competitor needs to be admitted to hospital during an event.

162. ELIGIBLE VEHICLES:

Only four (or more) wheel vehicles are eligible, except for Classic, Marque or Vintage rallies, where three-wheeled vehicles are eligible. In the case of commercial type vehicles the crew must be conveyed in the passenger compartment.

Note:

In the context of the foregoing, a commercial vehicle is deemed to be a car and all reference to cars in the SR's, SSR's and GCR's, in applicable Motorsport circulars and in official instructions, will apply equally to commercial type vehicles.

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163. * EQUIPMENT:

- i) Vehicles must be in safe touring trim and must comply with the Motor Vehicle Ordinance of the province/country in which they are registered.
- ii) All cars must be fitted with lap and diagonal safety belts or full harnesses for each member of the crew. For special stage rallies (refer GCR 239) a minimum of a four point FIA harness must be fitted. Note must be taken of the expiry date that is on a label on the harness. The belts or harnesses must be properly secured to the floor, chassis, roll cage or bodywork, as the case may be, to the satisfaction of the Scrutineers. A safety harness must be used in its homologation configuration without any modification or removal of parts, and in conformity with the manufacturers' instructions. The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight. They must also be replaced if metal parts, or buckles are bent, deformed or rusted. Any harness which does not function properly must be replaced.
- iii) All cars must have at least one danger warning triangle which, when required, must be positioned at a sufficient distance from the vehicle to give adequate warning to other road users should the competing car come to rest in an exposed or dangerous position.
- iv) All cars must be fitted (at least 1 in an accessible place) with 2 fire extinguisher of 2,5 kg minimum capacity, containing an extinguishant for motor vehicle fires as approved by the SABS/MSA/FIA. If a vehicle is fitted with a piped system only 1 additional extinguisher will be required. If a gauge is not fitted evidence must be furnished to show that the extinguisher was purchased new or serviced within the prior six months. Refer GCR 257. MSA will accept the Fire Stryker product as an extinguisher to be used in all vehicles. The provision being that the Fire Stryker product matches the capacity of the conventional extinguisher. For example a 2,5 kg conventional extinguisher would be the equivalent of a 13B Stryker or similar.
- v) **All cars must carry Medical Aid Boards, which must be used as follows:**
 - a) **Description of board and availability**

The board will be made of white plastic minimum of 1mm thick, 400 mm in length and 350mm in width. On one side there will be a fluorescent red cross and on the other side a letter "O" or "OK" in fluorescent green. These boards are available from MSA offices. No other boards unless identical to boards available from MSA offices, will be acceptable.
 - b) **Carrying of boards in rally cars**

Boards must be properly secured to the inside passenger compartment and be secured together with the warning triangle to avoid loss, damage or injury in the event of an accident. They must be easily accessible to the driver and/or navigator as they vacate their seats in the event of an accident. The position and securing of the board will be checked by Scrutineers prior to the start of the event and no rally car will be allowed to start an event without the board being carried and secured in the competing vehicle in an approved manner.
 - c) **Use of board following an accident**

Should any competitor stop due to being involved in an accident whilst on the route being used for an event, the board together with a warning triangle (SSR 163 (iii)) must be displayed. Should medical assistance be required the board must be displayed in such a manner that the red cross is clearly visible to all approaching competitors. It is emphasised that the board must be clearly visible to approaching competitors, preferable at eye level. Care must be exercised to ensure that the correct side of the board is displayed to oncoming competitors. While the board is displayed in this manner the first competitor arriving on the scene shall stop and render assistance. Should a competitor happen upon the scene of an accident without the board being displayed, it must be assumed that injuries are of such a nature that the competitors are seriously injured and unable to display the board. Assistance must immediately be rendered. If further assistance from other competitors is required, the crew of the car rendering initial assistance shall display their board showing the red

cross. If no additional assistance is required, the green "O" or "OK" shall be displayed. Once the injured competitors have been assisted, their board should be displayed with the "O" or "OK" visible to oncoming competitors until the vehicle has been removed. Obviously following an accident where no injuries are involved, the green "O" or "OK" must be displayed for the benefit of other competitors.

d) **Penalties**

Competitors who fail to stop on arriving at the scene of an accident, where no medical-aid board is displayed or where a red cross is displayed, are guilty of contravening motor sport regulations and may be excluded from the results and/or reported to the Stewards for further disciplinary action. Competitors not injured following an accident who fail to display the green "O" or "OK" shall be subject to disciplinary action being instigated by the Clerk of the Course through the Stewards of the event who in turn may precipitate further action being taken against the offenders by MSA.

Misuse of the medical warning boards will be treated as a serious offence and will be dealt with as such.

e) **Compensation for competitors rendering assistance**

Competitors who render "bona fide" assistance in complying with the foregoing instructions relating to the use of medical boards, shall not suffer serious prejudice as a result of their actions. However, the onus shall be on the competitors concerned to prove that bona fide assistance was rendered. Substantiation in this regard will normally be required from the accident victims, fellow competitors or rally officials. Once proven, an average penalty over their best 33,3% of the controls scored shall be allocated to the controls affected as a result of stopping. This is in the case of regularity or sealed odo events only. In other rallies, depending on the circumstances the stage involved may be cancelled, or the competitor or competitors rendering bona fide assistance shall be credited with a time for the stage involved calculated on the basis of their average percentage performance over their three best stages of the event over similar surfaces, performance being measured as a percentage of their own time against the fastest time overall on each of these three stages. Alternatively, if the Clerk of the Course is able to definitively determine the actual delay affecting each of the affected competitors, by reference to tracking information, such actual delay may be credited at the discretion of the Clerk of the Course. Any additional lateness proven to have been incurred shall be treated as dead time.

f) **Rallytime SafeTrack units** The following regulations shall apply in addition to the foregoing provisions of SSR 163 v in respect of cars fitted with the RallyTime SafeTrack unit.

- i) all cars, competing in the National Rally Championship, shall be fitted, on the dashboard in a position accessible to both navigator and driver, with a mounting bracket and electrical connector for the Rallytime SafeTrack unit, as supplied by the National Rally Commission.
- ii) the National Rally Commission, will supply to competitors, subject to availability, Rallytime SafeTrack units, on a basis determined by the commission.
- iii) the operation of the Rallytime SafeTrack unit may be checked before the start and during the rally in terms of the provisions of SSR 193 15.1
- iv) it shall be the duty of the crew on stopping the competing car in a special stage for any reason for a period longer than 10 seconds to indicate their status by pressing either the "OK" or "Red Cross" (safety response buttons) button on the unit. The Red Cross button shall only be used in cases of genuine medical emergency.
- iv) accidental activation of the Red Cross button shall be cancelled by pressing the "OK" button twice.
- v) in the event of the crew failing to indicate their status within 30 seconds of

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stopping, the unit's alarm will sound to remind the crew to indicate their status by pressing one or other of the safety response buttons. Should the crew fail to do so within a further 30 seconds, the unit will be activated, the organisers of the event will be alerted to an emergency and take action accordingly. In addition thereto the unit will begin transmitting its location to rally headquarters and in a radio zone of approximately 300 m around the unit.

- vi) upon entering the radio zone of an activated unit the following competitors will receive via the Rallytime SafeTrack unit an indication that an emergency situation has occurred, and the unit's alarm will sound. The unit will indicate to the following competitors their proximity to the site of the activated unit where the following competitors will be expected to render assistance in accordance with the provisions of subclause c of this regulation.

- vii) subclauses d and e of this regulation shall apply equally to the use of Rallytime SafeTrack units.

Any misuse will be regarded as a serious offence and treated as such, in addition thereto the competitors concerned may be held liable for any costs incurred in the dispatch of medical and rescue personnel following on such activation.

Competitors are responsible for the safe return of the SafeTrack units after the event. Failing to return the units will render the Entrant liable for replacement costs.

Reference to SSR 163 v) e)

- g) **Mid-point ambulances:** Rally organizers may, on long stages position emergency vehicles and personnel, at points other than the start of the special stage, (a mid-point), in order to facilitate a rapid response to any emergency situation. The location of such midpoints shall be indicated on the Road Book (and Route Notes) and marked by a rally board. In the event of the deployment of an emergency vehicle from a mid-point, (which may only occur with the authority of the Clerk of the Course), a yellow flag will be waved at the midpoint to indicate the deployment of an emergency vehicle, no further competitors shall be permitted to enter the stage at the start until the stage has been reactivated on the instructions of the Clerk of the Course, and the time of deployment of the flag will be recorded and notified to the Stewards by the Clerk of the Course.

All competitors already in the stage shall on passing displayed yellow flag immediately reduce speed, maintain the reduced speed until the end of the special stage and follow the instructions of any marshal or the driver of the emergency vehicle concerned. Competitors may not pass such an emergency vehicle unless it is stationary or unless they are signalled to pass by the crew of such emergency vehicle. A crew which has been shown the yellow flag will be given a notional time for the stage and have lateness ignored, according to SSR163 v) e) in the event that the stage is restarted or SSR 193.19.16 in the event of its being terminated as the case may be.

- vi) **Medical Aid Kits**
It is compulsory for each Special Stage Rally competitor to carry an MSA approved medical kit i.e. two kits per car. These kits are available from MSA and available in three sizes.
- vii) **Helmets** must be FIA or SANS approved for motorsport and must remain in its original specification.
- viii) **For Special Stage rallies**, all competitors must wear FIA approved or locally produced race suits complying with GCR 239, these must be properly worn during special stages and open sections. Furthermore the wearing of either FIA or nomex underwear comprising a balaclava, long sleeve top and long johns will be mandatory. Nomex top and long johns will not be mandatory should an FIA approved suit be worn, it should be noted that balaclava's may be removed during non competitive sections. All competitors competing on National Championship rallies in all classes other than class S20 must wear an FIA or MSA Medical

- Panel approved neck restraint device.
- ix) All cars must be fitted with FIA or SANS approved competition seats and seat mountings for both members of the crew.

164. CREWS:

Only crews made up of 2 persons shall be permitted to start. (If more than 2 persons are permitted this must be stated in the SR's). The two members of the crew will be nominated as driver and co-driver/navigator. Both members of the crew must be on board the car throughout the entire duration of the rally, with the exception of cases provided for in the present regulations. This is not applicable whilst the car is inside a service park or designated service area. If one member retires, or if a third party is permitted on board (except if this is to transport an injured person or, in the case of regularity rallying, to convey an official of the event should this be necessary), the car shall be excluded from the rally.

165. * COMPETITION LICENCES:

165.1 Only a member of the crew holding a suitable competition licence may be in control of the vehicle during the event. For all events, the driver must be not less than 17 years of age and hold at least a valid learner driver's licence, provided in this case that the navigator is the holder of a valid provincial driver's (not learner's) licence. A navigator who is under the age of 17 years and who does not hold a provincial drivers licence may apply for a Restricted Navigators Only Licence, MSA National Rally Championship licences will only be issued once a competitor has completed at least two Regional Championship events. (Subject to GCR 127 iii) c) (i)).

165.2 On Regional events, a younger driver (between the age of 15 and a half and 17 years) may be issued with a Regional Rally Driver's licence, subject to the following conditions:

- a) Written application must be submitted to MSA via the Rally Commission, together with proof (Certificate) that such competitor has attended an International driving school (such as Rallyschool UK) or any other that MSA may call for;
- b) The competitor may only drive that car while on private property and not on public roads;
- c) Should the competitor get caught driving recklessly or on public roads his/her licence will be revoked immediately – with no option of renewal until he/she has at least attained the required age of 17.

The licence may only be converted to a National licence when the competitor turns 17 years of age.

166. ONE MAKE TEAMS:

The three cars of the same make, as determined by a common manufacturer, having the lowest aggregate score, will be adjudged by the organisers as the winning one make Team. The placing of other teams will be determined in the same way.

167. * COMPETITION NUMBERS:

These must be clearly displayed as required by the SR's for the event. It is the competitor's responsibility to ensure that they remain legible throughout the event.

168. * COMPETITION NUMBERS AND ADVERTISING:

Competition numbers incorporated in advertising material must not be defaced or removed, such material being deemed to form part of the number. The numbers are to be affixed to both front doors of the competing vehicle. For championship special stage rallies refer to SSR 193.9.1 & 193.9.2. In the case of regularity events, it is permitted for vehicles to only display one number, on the left hand side door. The front doors must remain completely free of other signwriting and advertising, unless such other signwriting or advertising does not in any way interfere with the competition numbers. Competition numbers and advertising must be complete and in position on the car prior to scrutineering, and this will be a condition of permission to start the event.

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169. START:

Competitors must report to the Start Official, with all the formalities completed, at their due start time.

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171. *Any instruction(s) issued during the course of an event affecting the information already given in the road book, time card or Schedule of Times and Distances, must either be displayed as an official notice or issued in writing to each competitor, and must be signed by the Clerk of the Course. Competitors must acknowledge receipt by signature. Any such instruction issued verbally will be invalid.

172. * SMOKING:

Whenever a route passes through a section marked in the road book with the words "NO SMOKING", competitors may not smoke or light matches, lighters, etc. Any competitor found to have infringed this rule shall be excluded from the event and reported to MSA for disciplinary action.

173. * TRAFFIC REGULATIONS AND SPEED RESTRICTIONS:

All traffic rules and regulations (including speed restrictions) in force in areas traversed by the competition are to be observed. A competitor may be excluded for any infringement, or prima facie infringement, of any traffic ordinance or regulation authoritatively reported to the organisers prior to the announcement of the provisional results. Also see SSR 188c) and SSR 193.11.

174. * MAKING UP TIME:

Competitors are warned that making up time will not be accepted as an excuse for driving in a manner, or at a speed, which endangers or inconveniences other road users. Infringements will result in exclusion.

175. * SET SPEEDS:

Speeds, or the time allowance when converted to speed, shall not be set in excess of 10 km/hour less than the applicable legal speed limit in force on any section of the route.

176. * OVERTAKING:

Any competitor receiving a signal from another competitor or official who wishes to overtake shall immediately, or as soon as road conditions permit, afford the overtaking car the opportunity to pass.

Deliberate attempts to prevent passing or not to afford reasonable opportunity for doing so, may cause the offending competitor to be excluded by the Clerk of the Course.

177. * ACCIDENTS AND INCIDENTS:

Competitors shall report to the organisers in writing if, during the competition, they have been involved in any accident involving any other person or their property, and failure to do so will result in exclusion from the event and a report being made to MSA for further disciplinary action to be taken.

178. * FORCE MAJEURE:

No allowance will be made for errors or penalties incurred due to obstruction or force majeure.

179. * CONTROLS:

A control is a point on the route which will determine the competitor's progress during the competition. For a control to be manned, the Control Official/s must be within 10 meters of, and visible from the control sign/s except at hidden controls. If a competitor has more than one time of arrival recorded at a control, only the earlier time will be scored.

Other than where the control area is designated by start and end boards, the control area is defined as being 10 metres before the control board to 10 metres after the control board where

only one control board is used, or from 10 metres before the first board to 10 metres after the last board where more than one type of control board is used. The control area as defined is a restricted area in which no, checking, tuning or repair is allowed, other than as provided for in the SR's governing the event, under pain of exclusion. Only the designated crew and / or officials may push the car, in or out of the control area.

180. * PARC FERMÉ (See also GCR 252)

A Parc Fermé is defined as a designated area where the competitor is obliged to bring his car/s as laid down in the supplementary regulations. The supplementary regulations must specify the place(s) where the Parc Fermé(s) will be set up. The Parc Fermé shall be of adequate dimensions and sufficiently closed off to ensure that no unauthorised persons may gain access while cars are in the enclosure. The Parc Fermé shall be reserved for competing vehicles only.

The organisers shall appoint officials whose task it shall be to ensure that the Parc Fermé rules are complied with. Unless provided for in the supplementary regulations of the event, no operation, checking, tuning or repairs are allowed in the Parc Fermé.

The cars shall be subject to parc fermé rules in the following instances:

- from the moment they enter a starting area (if one exists - unless specified as a Holding Area in the Supplementary Regulations), a regrouping area or an end of day area, until they leave one of these.
- from the moment they enter a control area until they leave it.
- from as soon as they reach the end of the rally until the time for lodging protests has expired.
- while the vehicles are subject to the parc fermé rules, any repairs or refuelling are strictly forbidden, under pain of exclusion. While the vehicles are subject to parc ferme rules, and the scrutineers note that a vehicle seems to be in a condition which is not compatible with normal road use, they must immediately inform the Clerk of the Course thereof who may request that the car be repaired, in which case, the minutes used to carry out the repairs will be considered as the same number of minutes of lateness recorded in a road section. They will therefore be taken into consideration for the calculation of a possible exclusion. Time spent on repairs may not exceed the maximum permitted lateness. If this time is exceeded ,exclusion shall be announced.

By way of exception, and under the supervision of the competent Marshal, the crew may, while in the parc fermé, at the start, regrouping zone or end of leg:

- Change a punctured or damaged tyre using the equipment on board.
- Change the windscreen with the possibility of outside help.
If, in order to change the windscreen, it is necessary to straighten the bodywork and/or safety rollbar, the time taken will be considered as lateness.
- These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions set out above.

As soon as they have parked their cars in the parc fermé, the drivers will switch off their engines and leave the parc fermé and no member of the crew will be allowed to re-enter it.

To leave a parc fermé for the start, regrouping halt or end of leg, the crew shall be allowed to enter the parc fermé 10 minutes before its starting time.

If a vehicle is unable to move under its own power:

- To the entrance or exit of a parc fermé for the start, time control, regrouping halt or end of leg, it may be pushed by the relevant officials and/or members of the crew. (This manoeuvre will entail a penalty of 30 seconds which will not count towards exclusion).

Any infringement of the parc fermé regulations shall result in exclusion.

181 - 182 RESERVED**183. * TIME RECORDING:**

The SR's for the event must state the manner in which the times used for scoring will be recorded.

- a) *Every competitor on an event, has the right, on request, to see any written or printed matter, records, time cards, etc. pertaining to the event.

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184 FUEL

1. Notwithstanding the provisions of GCR 240 competitors may utilise, either, a fuel complying with the provisions of GCR 240, or an ethanol-based E85 gasoline blend, with a maximum ethanol content of between 84% and 86%, measured by mass, complying with the following specifications:
 - 1.1 the gasoline shall be blended with anhydrous ethanol complying with European Standard EN 15376 and CWA (EN) 15293;
 - 1.2 the ethanol/gasoline blend will be supplied solely by the National Rally Commission or its authorised supplier and the use of any ethanol /gasoline blend from any other source is strictly prohibited;
 - 1.3 the provisions of GCR 240 ii), iii,) iv), v), viii) and ix) shall continue to apply;
 - 1.4 the gasoline component of the blend will be 95 octane unleaded petrol as supplied on the Highveld by an oil company nominated by the National Rally Commission from time to time.
2. National Championship competitors may be required to nominate at any time during a season the brand and type of fuel utilised by them being either, a fuel complying with the provisions of GCR 240 from any supplier, or the ethanol/gasoline blend referred to in 184.1 above. Competitors may then only utilise the brand and type of fuel so nominated for the remainder of the championship season unless written notice is given to the National Rally Commission of a change to the nominated fuel before the start of any round of the championship, in which event the new nominated fuel shall be used for the remainder of the season or until a further nomination is made. Such fuel must be commercially available to any competitor and the Commission.
3. The Technical Delegate appointed by the Commission may at any time during an event require any competitor to drain his or her fuel tank and refill it with the brand and type of fuel nominated by the competitor in terms of 184.2 above from a known source as provided for in GCR 240 ix. The competitor shall be entitled to state the amount of fuel so required and shall thereafter not be allowed, under pain of exclusion, to add any

185 -186 RESERVED

187. * EXCLUSIONS/PENALTIES:

Competitors shall be excluded for any of the following infringements and reported for disciplinary action:

- a) Carrying any unauthorised passengers, other than officials and/or stranded competitors;
- b) Reserved
- c) Contravention of the smoking rules in areas designated as "NO SMOKING" in the road book;
- d) Allowing any person who does not hold an appropriate competition licence to drive the competing vehicle during an event, except in de-controlled sections, service parks and service areas;
- e) Failure to declare to the organisers any incident during the course of the event involving any other person or property and their vehicle;
- f) Reserved;
- g) Reserved;
- h) Being accompanied by a service or other vehicle on any part of a special stage;
- i) Any infringements of the parc fermé regulations.
- j) Failing to wear or not have properly fastened a safety belt or harness whilst the vehicle is in motion; except in service park areas, or entering service areas after a waiting period.

188. * Competitors may be excluded for any of the following infringements:

- a) Driving dangerously or without due consideration for other road users;
- b) Failing to afford an opportunity to pass or deliberately preventing passing;
- c) Contravening any traffic rule or regulations;
- d) Reporting to the start official without all formalities duly completed;
- e) Reserved;

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- f) Taking up a position alongside or ahead of other cars that are stationary in a control;
 - g) Committing any breach of the GCR's, SSR's or SR's when no specific penalty(ies) are stipulated;
 - h) Exceeding any time limit for lateness as specified in the SR's;
 - i) Failing to stop at the scene of an accident where no medical-aid board is displayed or where a red cross is displayed;
 - j) Failing to take a marshal board along after marshalling and handing this in at the finish. (Only applicable to regularity events).
 - k) Any conduct or behaviour likely to prejudice the interests of motor sport generally.
- 189.** * Competitors will be penalised 5 minutes for entering a control from the wrong direction, except on special stage events, where the penalty will be exclusion.
- 190.** A competitor shall be excluded if he is towed or pushed by any other vehicle on the whole or part of the route except by a vehicle provided for that purpose by the organisers. This clause may be waived by the Clerk of the Course where towing/pushing is necessary to remove a vehicle that is blocking the road. Refer SSR 193.11.4.
- 191.** Any competitor failing to arrive at the finish within the allowed lateness ultimately pertaining to the event, and/or failing to hand in his time cards upon arrival at the final control, will be considered a non-finisher.
- 192.** Competitors will have a penalty of 10 minutes added to their scores for each and every one of the following infringements:
- a) Having failed to obtain, on their time card, the control official's initials and/or signature as required (not applicable to Special Stage Rallies - refer SSR 193.17.4);
 - b) Failing to present a car for examination at the stipulated time and place, other than on special stage events.

PART 2

APPLICABLE TO SPECIAL STAGE EVENTS

SSR

193. GENERAL PRESCRIPTIONS APPLICABLE TO ALL MSA RALLY CHAMPIONSHIP EVENTS (EXCLUDING INTERNATIONAL EVENTS).

1. DEFINITIONS

1.1 Rally of the first category (sporting event)

A rally consists of a single route, which must be followed by all cars.

The route shall include several special stages, as well as road sections. Adjustments to the route can only be done by the Clerk of the Course during event by means of numbered bulletins

1.2 Day

Each part of the rally, separated by a fixed minimum stopping time.

1.3 Special stage

Timed speed test on roads closed for all vehicles except official vehicles and competing vehicles.

1.4 Road section

The routes between two consecutive time controls are called road sections. Speed alone must not constitute a factor determining the classification on these road sections.

1.5 Section

All the parts of a rally between:

- the start and the first regrouping halt;
- two successive regrouping halts;
- the last regrouping halt and the finish of the leg or the rally.

1.6 Regrouping

Stop with time controls at the entrance and at the exit respectively, under parc fermé conditions to enable the schedule to be followed on one hand, and on the other, to regroup the cars still in the rally.

The stopping time may vary from crew to crew.

1.7 Neutralisation

The time during which the crews are stopped by the rally organisers for whatever reason.

1.8 Parc Fermé

Area in which no repairs or actions are possible, except in the cases expressly provided for by these regulations and by the supplementary regulations of the rally.

1.9 Bulletin

Official written communication, which is an integral part of the supplementary regulations of the rally and intended to modify, clarify or complete the latter.

The bulletins must be numbered and dated. All the crews must confirm receipt thereof by signature.

The bulletins are established

- by the organisers, until the commencement of scrutineering.
- by the Clerks of the Course throughout the competition (Refer also SSR 171).

1.10 Time card

Card intended for the signatures and entry of times by the appropriate marshal at the different control points on the route. Ideal times reflected on the time card may be amended by bulletin issued in terms 1.9 above.

SPECIAL STAGE RALLIES

1.11 Crew

A crew is made up of two persons aboard each car. The two members of the crew will be nominated as driver and co-driver. Both members of the crew may drive during the rally and each one must possess a valid MSA competition licence for the current year and valid for the event. On special stages, only the nominated driver may drive.

2. GENERAL CONDITIONS

2.1 Eligible cars

See Regulations and Specifications for the Championships (Part 5).

2.2 Duration of Legs - Speed Restrictions

2.2.1 The maximum scheduled duration of a leg may under no circumstances exceed 18 hours driving time. A maximum total time of 3 hours for regrouping may be added to this total.

2.2.2 This rule does not apply to the concentration runs.

2.2.3 For legs of a duration of less than 6 hours, the stopping time must be at least equal to the duration of the leg. For legs of which the duration is 6 hours or more, the minimum stopping time will be 6 hours.

2.2.4 The average speed on road sections, taking into account servicing time, must always comply with the traffic laws on the area. This speed will be specified in the road book.

3. SUPPLEMENTARY REGULATIONS

3.1 Conditions of Publication

3.1.1 The supplementary regulations must be in total conformity with all the specifications listed in:

- the GCR's
- these Prescriptions
- the Specific Regulations of the Championship concerned

3.1.2 The supplementary regulations must mention explicitly all supplementary specifications, in conformity with the regulatory texts, that the organisers wish to impose.

3.1.3 Two copies of the draft supplementary regulations, together with draft safety plan, must reach MSA at least eight weeks before the start of the event. During the two weeks following the receipt of the draft regulations, MSA will inform the organisers of any modifications to be made, or will issue the permit authorising their publication. The Supplementary regulations must be published at least four weeks before the start of the event. With the exception of the first event of the year, the Supplementary regulations should be available for distribution at the previous round of the championship. The standard text of the Supplementary regulations is published in the Guidelines. Any deviation from the standard text must be in bold print.

3.1.4 The title of the MSA Championship to which the rally belongs and the official logo of MSA must appear on the cover of the supplementary regulations of each Championship rally as well as on the bulletins and on the first page of the provisional and official result.

3.1.5 The closing date for entries is fixed no later than 12 days before starting date of the rally. The list of entries must be published no later than 7 days before the event and sent to MSA at least 2 days before the start of the rally.

3.1.6 Reserved.

3.1.7 The supplementary regulations must specify the place where, and the time when, the official results will be posted. In the event of the publication of the results being delayed, the new time of publication must be posted on the official notice board(s).

3.2 Amendments to the supplementary regulations - Bulletins

3.2.1 The provisions of the supplementary regulations may only be amended in accordance with the GCR's.

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- 3.2.2 Any amendments or any additional provisions will be announced by dated and numbered bulletins, which will be an integral part of the supplementary regulations.
- 3.2.3 These bulletins will be posted in the Secretariat, in the rally headquarters, and on the official notice board(s), and will also be directly communicated to the participants, who must acknowledge receipt by signature, unless this is materially impossible during the running of the rally.
- 3.3 **Application and interpretation of the regulations**
 - 3.3.1 The Clerk of the Course is charged with the application of the regulations and their provisions during the running of the rally (Refer GCR 156).
 - 3.3.2 Any protests against the decisions will be sent to Stewards for deliberation and decision.
 - 3.3.3 Similarly, any case not provided for in the regulations will be studied by the Stewards, who alone have the power to decide on the matter.
 - 3.3.4 In the event of any dispute concerning the interpretation of the regulations, only the English text will be binding.
 - 3.3.5 For the exact interpretation of this text the following definition apply:
 - 3.3.5.1 “competitor”, used for either physical or legal entities.’
 - 3.3.5.2 “crew”, driver and co-driver
 - 3.3.6 The driver assumes the competitor’s responsibility when the latter is not aboard the car.
 - 3.3.7 Any incorrect, fraudulent or unsporting action carried out by the competitor or members of the crew will be judged by the Stewards who may impose a penalty which may go as far as exclusion.
- 4. **OFFICIALS**
 - 4.1 **Stewards of the Meeting**

Stewards of an MSA Championship rally shall always comprise of two members. One of these members shall be appointed by MSA and one by the club organising the rally. With regards to a National Championship Rally, the selection of the Club Steward will be done by the organising club in consultation with the MSA/NRC Steward.
 - 4.2 **Observer**
 - 4.2.1 For all MSA Championship rallies, including candidate events, the MSA may appoint at least one observer.
 - 4.3 **Safety delegate**

MSA may appoint a safety delegate, who is specifically responsible for monitoring the safety of the public on the rally.
 - 4.4 **Checking of the route and special stages by officials**
 - 4.4.1 As part of their duties, the observer(s) and the Stewards have the discretion to check technical and/or safety items installed on the route and the special stages. They must comply with the following prescriptions:
 - 4.4.1.1 Their vehicles must display a distinctive emblem on the windscreen, which must be highly visible and recognisable. This will take the place of a pass, and will be supplied by the organisers:
 - 4.4.1.2 Their entry onto the route of the stage must take place at the latest 30 minutes before the start time of the final road-closing car (Car No 0)
 - 4.4.1.3 If Car No 0 catches up with them while on the route of a special stage, they must stop, park and wait for the sweeper car to pass before continuing on their way.
 - 4.5 **Technical delegate**

For each Rally Championship, MSA may appoint a technical delegate who will be the chief scrutineer.
 - 4.6 **Sporting Delegate**

For each rally championship event, MSA may appoint a Sporting delegate who will facilitate consistency of decisions by all Clerks of Course. On all subjective decisions especially as far as applying of penalties, the Clerk of the Course must obtain the agreement of the

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Sporting Delegate, before making a final decision.

5. ENTRIES

5.1 Entry forms - Entries

5.1.1 Any licence-holder wishing to take part in the rally must send the entry form duly completed to the Rally Secretariat (full address, telephone, fax number etc.), before the closing date which will be specified in the supplementary regulations. Details concerning the co-driver can be sent in up to a further date to be specified in the supplementary regulations. Entry forms will be available on the SA Rallying Association website and should preferably be submitted by this method in which event the original should be printed, signed and handed in during administrative checking, alternatively the competitors may sign the organisers copy during such checking. If this is sent by fax, the original must reach the organiser within one week after the close of entries.

5.1.2 For foreign competitors, authorisation must be given according to MSA's GCR's and the FIA Sporting Code.

5.1.3 No amendments may be made to the entry form, except in the cases provided for in the present prescriptions. However, the competitor may freely replace the car declared on the entry form with another from the same group and the same class, up to the moment of scrutineering.

5.1.4 No change of competitor may be made after entries have closed. However, one member of the crew may be replaced with the agreement of the organisers, before the start of the administrative checks: or the Stewards, after the beginning of these checks and before the publication of the list of crews eligible to take the start. Only MSA can authorise the replacement of both crew members.

5.1.5 Where the Entrant is not a member of the crew, an Entrant's licence must be obtained from MSA prior to submission of the entry form failing which the Entrant's name cannot be published in the programme or in the results.

5.2 Should it turn out, at the time of scrutineering, that a car does not correspond in its presentation to the group and/or class in which it was entered, this car may, upon the proposal of the scrutineers, be transferred to the appropriate group and/or class with the concurrence of the Stewards.

5.3 By the fact of signing the entry form, the competitor and all the crew members submit themselves to the provisions specified in the GCR's and their appendices, these regulations, the Championship regulations and the supplementary regulations.

5.4 The organisers reserve the right to refuse the entry of a competitor or a driver without having to give reason for the refusal. However, they must send MSA detailed reasons for this refusal, which reasons must be acceptable to MSA.

5.5 The maximum number of entrants will be specified in the supplementary regulations.

5.6 Entry Fees

5.6.1 The entry fees will be specified in the supplementary regulations

5.6.2 The entry application will be accepted if accompanied by the total entry fee. If the relevant entry fee has not been paid by the closing date for entries the competitor will have to pay the higher entry fee applicable to late entries.

5.7 Entry fees will be refunded in full:

5.7.1 to candidates whose entry has not been accepted;

5.7.2 in the case of the rally not taking place.

5.7.3 Entry fees may be partially refunded following such conditions as provided for in the supplementary regulations.

6. INSURANCE

6.1 The supplementary regulations must give accurate details concerning insurance facilities, including policies taken out by the organisers or provided for the crews (description of the risks and sums, which are covered).

6.2 The insurance premium included in the entry fee must guarantee the competitor adequate

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cover as determined by MSA for civil liability towards third parties. The insurance cover will come into effect from the start and will cease at the end of the rally or at the moment of retirement or exclusion. In the event of a competitor causing damage to property, any excess due will be payable by the entrant.

- 6.3 The service vehicles, even those bearing special plates issued by the organiser, may never be considered as official participants in the rally. They are therefore not covered by the insurance policy of the rally and remain the sole responsibility of their owner.

7. CREWS

- 7.1 In applying the regulations any retirement of one of the crew members will result in an immediate exclusion of the relevant car by the Clerk of the Course.

7.2 Reserved.

- 7.3 Both nominated members of the crew must be on board the car during all road sections except for in the case of recovering from an incident which is accepted as a bona fide incident by the Stewards of the Meeting. This is not applicable whilst the car is inside a service park or designated service area.

8. ROUTE AND ROAD BOOK

8.1 Road book

- 8.1.1 All the crews shall receive a road book containing a detailed description of the route which has to be followed. Failure to follow the prescribed route may lead to exclusion.

8.1.2 In all cases the road book must be in conformity with the standard road book specifications.

8.1.3 If so provided in the supplementary regulations, competitors maybe required to download and print their own road book.

8.1.4 The service guide and maps of the rally must be available no less than 24 hours before the start of the rally.

8.2 Route

8.2.1 Crews must keep to the route set out in the road book, without leaving the designated road, or designated service area/park, unless the Stewards decided that there is a case of force majeure.

8.2.2 Unless otherwise advised in the SR's of the event, all special stages are regarded as secret and for a period of 3 months prior to the start of the rally, all forms of reconnaissance are strictly forbidden and may lead to exclusion. Reconnaissance for the purpose of SSR 193 means traversing the route of any special stage by any means other than on foot. Refer to SSR 193 14.1.

8.2.3 Any deviation from the route whereby an advantage may have been gained on a special stage as reported by a Judge of Fact or any other official of the event will be penalised by 20 seconds per incident. This penalty does not exclude heavier penalties being inflicted by the Stewards, especially if the offence is repeated.

8.2.4 In the event of the Clerk of the Course, being of the view that any crew, have either failed to follow the route in contravention of clause 8.1.1 and/or 8.2.1 and applying any penalty the onus shall rest upon the crew to prove that they have followed the route without deviating from the prescribed route.

8.2.5 At points along the route, where it may be possible to gain an advantage by taking shortcuts, the organizers shall endeavor as far as possible, to place a fixed obstacle, such as, for example, a used truck or tractor tire, weighed down with rocks if necessary, and require the competitors by instruction in the road book to drive around such object. Wherever possible a judge of fact should be placed at such point in order to record any deviation from the route or failure to follow the route.

8.2.6 Shortcuts are not permitted and a crew shall be deemed to have left the designated route in the event that the car leaves the obvious confines of the roadway with all four wheels.

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- 8.2.7 Where a gate is created by positioning arrows on either side of the designated route competitors shall be obliged to pass through the gate so created and may be penalised by the imposition of a time penalty of a minimum of 20 seconds per incident. This penalty does not exclude heavier penalties being inflicted by the Stewards, especially if the offence is repeated.
- 8.2.8 The Stewards may apply such penalty as they may consider appropriate on competitors who are adjudged to have deliberately knocked down route markers particularly where this conduct is repeated.
- 8.3 **Intervals between start times**
- 8.3.1 At the start of the rally and of each leg, the organisers will schedule the starts of the competitors at intervals of a least one minute.
- 8.3.2 This interval must be and remain the same for all crews.
- 8.4 **Time card**
- 8.4.1 A separate set of time cards must be issued at least for each section of each day.
- 8.4.2 Crews are obliged to have their passage checked at all points mentioned on their time card and in the correct order. Failure do so will result in exclusion.
- 8.4.3 The target time for covering the distance between 2 consecutive time controls will appear on the time card.
- 8.4.4 Ideal times given in the time cards will have precedence over those given in the road book. Ideal times for any section may be amended by bulletin which will have the effect of amending the road book, the time card and the Schedule of Times and Distances.
- 8.4.5 A schedule reflecting the distances of special stages and road sections and the times allocated in respect thereof of the rally must be available to competitors no more than one week before the start of the rally.

9. RALLY PLATES AND COMPETITION NUMBERS

9.1 National Championship Events - Front Door, Windscreen And Side Window Decal Requirements.

Crew Names

The Driver and Co-Driver's surname and blood group to be displayed on the left and right rear window panels in 60 mm high, white letters in Helvetica typeface, and national flags to be displayed alongside surnames and blood groups. Should space not permit names on windows, it is permissible to adjust the lettering size to the largest possible, so as both names can be practically accommodated.

9.2 Numbers and Decals



- 9.2.1 2 x front door panels measuring 50cm long and 14cm wide reserved for the event naming right sponsor. These panels are obligatory and may not be refused. These panels must be affixed from the leading edge of both front doors and the top edge must be between 7cm and 10cm below the bottom window line.
- 9.2.2 2 x numbers for each rear side window which shall be 25cm high with a stroke width of at least 25mm, coloured fluorescent orange (PMS804) and may be reflective. These numbers shall be placed at the top of the rear side window in conjunction with the Crew names.

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- 9.2.3 A technical panel, measuring 25cm long and 38cm wide must be affixed from the leading edge of each front door immediately below the door panels. In all cases the Overall Championship Sponsor has the right to the top 100mm of the technical panel.
- 9.2.4 The class decals which are round and 19cm in diameter, must be affixed immediately below the door panels and behind the technical panel. These class decals will be available for purchase from documentation / scrutineering.
- 9.2.5 1 championship sponsor decal to be displayed on the rear three-quarter panels on each side of the competing car measuring 300 mm x 200 mm.
- 9.2.6 1 decal bearing the championship logo with a maximum size of 150 mm x 40 mm will be displayed on the dashboard of the vehicle so as to be in view of the on-board camera.

9.3 FRONT WINDSCREEN

An area at the top of the front windscreen internally / externally is to be used for decals which will have a total maximum height of 150 mm over the full width of the screen. Competitors should note that 40% of the overall width of the windscreen (right hand side) will be allocated at the discretion of the Rally Commission. Competitors should also note that 40% of the overall width (left hand side) will be allocated to the overall Championship Sponsor. Alternatively, the rally commission may allocate 80% of the width of the windscreen to the overall Championship Sponsor. Those competitors who wish NOT to comply with the above must put the Overall Series Sponsor decals on each of the 4 corners of the car (bumper/fender (wraparound)). Space permitting the decal will be 500mm x 150mm. Where body panel space does not allow for this the series sponsor will agree an alternative with individual competitors/teams for space on the nearest fender which will then apply for the season.

In between the two windscreen logo's (in the middle of the top part of the windscreen), or in the event of a single overall championship sponsor logo, to the right thereof ,the competitor's competition number, yellow on black 150mm x 150mm, must be placed.

10. ADVERTISING

- 10.1 Competitors are allowed to affix any kind of advertising to their cars, provided that:
 - it is authorised by the national laws and the MSA regulations;
 - it is not likely to give offence;
 - it is not political in nature;
 - it does not encroach upon the spaces reserved for plates and competition numbers;
 - it does not interfere with the crew's vision through all windows.
- 10.2 Reserved.
- 10.3 Reserved
- 10.4 Advertising on the windows of competing cars is prohibited with the exception of a maximum 15cm strip on the upper part of the windscreen and rear window. Such advertising must not interfere with the crew's vision through the windows.

11. TRAFFIC

- 11.1 Throughout the entire rally, crews must strictly observe the traffic laws of the countries crossed. Any crew which does not comply with these traffic laws shall be subject to the penalties set out below:
 - 11.1.1 1st infringement: a fine;
 - 11.1.2 2nd infringement: a 5-minute time penalty;
 - 11.1.3 3rd infringement: exclusion
- 11.2 In the case of an infringement of the traffic laws committed by a crew participating in the rally, the policemen or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.
- 11.3 Should the police decide against stopping the driver in the wrong, they may request the application of the penalties set out in the supplementary regulations of the rally, subject to

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the following:

- 11.3.1 that the notification of the infringement is made through official channels and in writing, before the posting of the current classification;
- 11.3.2 That the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, and that the place and time of the offence are precise;
- 11.3.3 that the facts are not open to various interpretations.
- 11.4 It is forbidden, under pain of exclusion, to tow or transport cars, or to have them pushed on the route of the rally, except to bring them back onto the road or to clear the road during competition. Refer to SSR 190
- 11.5 Similarly, crews are forbidden under pain of a penalty, which may go as far as exclusion:
 - 11.5.1 to deliberately block the passage of competing cars, or to prevent them from overtaking;
 - 11.5.2 to behave in an unsporting manner.
- 11.6 Organisers speed checks may be conducted at random on liaison sections and in service parks. Recognised speed measuring equipment will be used. The Clerk of the Course will impose the following penalties:
 - 1st Offence - 60 seconds.
 - 2nd Offence - on same event - 180 seconds
 - 3rd Offence - on same event - ExclusionSpeed limits will be indicated in the Road Book.

12. **SERVICING - REFUELLING - REPAIRS**

Servicing shall be defined as unrestricted work on a competing car except where limited by the regulations. Prohibited service shall be defined as "the issue or receipt by the crew of any manufactured materials (solid or liquid), spare parts, tools or equipment other than those carried in the competing car." Bona fide competitors, still competing in the rally, may assist one another without incurring penalties. Passing food, drink and information to competitors is permitted without any penalty. Food and drink so obtained by the crew is solely for their consumption. Tools, spares and spare wheels may not be removed from a competing vehicle other than in service parks or service areas or for purposes of replacing a flat tyre or carrying out repairs to the car. Service parks will be indicated in the road book and time and distance schedule with a time control at the entrance and exit, the speed of cars in the service park may not exceed 30 km/h. Only service vehicles clearly identified by means of "Service" panels will be allowed into the service park. The panels, which must include the competing car's number, must be fixed on the right hand side of the vehicle.

13. **TYRES**

13.1 **Studded tyres**

The use of studded tyres is prohibited.

- 13.2 On a Road Section that is a public road, a competition car may only be driven on 4 wheels and tyres. Any infringements will be reported to the Stewards who may impose a penalty.
- 13.3 Organizers shall, in planning an event, structure service in such a way as to limit competitors to the use of a limited allocation of tyres on the event. In addition thereto the allocated tyres may be marked in such manner as the commission may determine. The allocated tyre allocation includes any tyres carried in the competing vehicle as spares. The responsibility for maintaining all tyre markings shall rest with the competitor. The Clerk of the Course may, either in terms of the SR's or by way of bulletin, prescribe the service parks at which no tire changes shall be permitted. At such service parks competitors shall be entitled however with the permission of the Clerk of the Course or the Technical Delegate to replace punctured or damaged wheel and tire combinations whether on the car or by way of spare wheels carried in the car with a tyre from the competitors allocation of tyres for the event. See also Part 5, Article 3.

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14. RECONNAISSANCE

- 14.1 Reconnaissance is forbidden on Championship rallies unless otherwise specified in the Supplementary Regulations of the event. In special circumstances the MSA Rally Commission may approve reconnaissance using standard production vehicles while respecting the Road Traffic laws. Route Notes, which may include DVD footage, provided by an authorised service provider, are permitted but have no official status nor do they override any instruction given in the road book.

15. SCRUTINEERING - ADMINISTRATIVE CHECKS

- 15.1 Scrutineering before the start and during the rally
- 15.1.1. All cars taking part in the rally must arrive at scrutineering in accordance with the given timetable. These times will be printed on the entry list or will be in the supplementary regulations.
- 15.1.2. Any crew reporting to the scrutineering area (and/or administrative checks) outside the time limits prescribed in the supplementary regulations of the rally will not be allowed to start except in the case of force majeure duly recognised as such by the Stewards. The penalty for arriving late for scrutineering, without having obtained permission, will be R1000-00 (one thousand rand).
- 15.1.3. The car's homologation papers must be shown. These homologation papers must be carried in the car for the duration of the event. If the homologation papers are not submitted, the Stewards may pronounce a penalty, which may go as far as refusal to allow the vehicle to start (if applicable).
- 15.1.4. After scrutineering, if a vehicle is found not to comply, the Stewards may set a deadline before which the vehicle must be made to comply.
- 15.1.5. Any vehicle, which does not comply, will be refused the start.
- 15.1.6. The scrutineering carried out before the start will be of a completely general nature (checking of licences, make and model of vehicle, apparent conformity of the vehicle with the group in which it is entered, essential safety items, conformity of the vehicle with the National Road Traffic Laws, etc.)
- 15.1.7. Reserved.
- 15.1.8. Additional checking, of the crew members as well as of the vehicle, may be carried out at any time during the rally. The competitor is responsible for the technical conformity of his vehicle throughout the entire duration of the rally, under penalty of exclusion. If in the view of the Technical Delegate a non conformity is of a non-performance nature he may give the competitors a time limit to fix the problem.
- 15.1.9. Should identification marks be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the rally. Should they be missing, the vehicle will be excluded from the rally. It is also the responsibility of the crew to ensure that any part of the vehicle, which has been handled during checking, is reinstalled correctly.
- 15.1.10. Any fraud discovered, and in particular the fact of presenting as intact identification marks which have been tampered with, will result in the exclusion of the crew, as well as that of any competitor or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice any demands which may be made to the competitor's or accomplice's ASN concerning the imposition of heavier sanctions.
- 15.2 **Final Control**
- 15.2.1. As soon as each crew arrives they shall drive their vehicle to the parc fermé. A brief check shall be carried out to verify:
- 15.2.1.1 conformity with the vehicle submitted at the initial scrutineering
- 15.2.1.2 cause to impose any of the penalties provided for.
- 15.2.2. The absence of any identification mark shall result in exclusion.
- 15.2.3. Thorough scrutineering involving dismantling of cars and/or that detailed hereunder may be carried out at the discretion of the MSA Technical Delegate, the Stewards,

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or following protest or upon the decision of the Clerk of the Course. End of rally scrutineering will concern at least the following components

- suspension;
- brakes;
- transmission;
- the conformity of the chassis/body shell

15.2.4 Should the above-mentioned dismantling be the result of a protest, a deposit of R2,000.00 shall be paid in advance by the claimant to cover all the costs incurred by the operation. Should the protest be upheld, the deposit shall be reimbursed to the claimant, and charged to the defaulting competitor.

15.2.5 The minimum number of vehicles to be scrutineered will be the first two vehicles of different makes in the general classification and the first vehicles in each class based on the results at the time the Technical Delegate calls such vehicles for post event scrutineering and technical checks.

16. **START**

Before the start and possibly the restart, the organisers may assemble all the competing cars in a starting area, on the conditions given in the supplementary regulations. In this case the penalties (excluding pecuniary) for late arrival in the start area shall be specified in the supplementary regulations.

16.1 Crews may enter the start parc fermé 10 minutes before the start time.

16.2 The starting order will be published on the official notice board as early as possible with a minimum of 30 minutes before the start of a rally. The field will be started in their respective seeded order as per the seeding list published by MSA from time to time. Any obvious abnormality caused by this regulation will be ruled on by the Clerk of Course in consultation with the Sporting Delegate and the MSA/NRC Steward.

16.3 Any late arrival, ascribable to the crew, at the start of the rally or of a leg, or section, shall be penalised by 10 seconds for every minute or fraction of a minute late. Any crew reporting more than 15 minutes late shall not be allowed to start.

16.4 Where crews arrive within the allowed 15 minute grace period at the start of a rally, or leg or of a section, their actual starting time will be entered on the time card. The minimum interval between competing vehicles must, however, be maintained.

16.5 The starting order for the subsequent legs will be determined according to the provisional classification at the end of the previous leg at a time specified in the Supplementary Regulations. Any lateness or penalties will be ignored for the purposes of determining this classification. Any obvious anomaly caused by this regulation will be ruled on by the Clerk of the Course.

On one day events organizers will allow for a mid event regroup of at least the top 8 cars on performance.

17. **TIME CARD**

17.1 At the start of the rally, each crew is given a time card on which the time allowed to cover the distance between two consecutive time controls shall appear. Each crew is solely responsible for its time card. The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries. The same time cards issued to the crew at documentation must be presented at every control and handed in at the end of the rally. The back page of each book of Time Cards will contain an incident report form which must be completed and handed in with the Time Cards. Save in a case of force majeure, any crew failing to comply will be liable to a fine of R1000-00 (one thousand rand). Any crew retiring from the rally must report such retirement to the organisers as soon as possible.

17.2 The time card must be available for inspection on demand, especially at the controls where it must be presented personally by a member of the crew for stamping/signature.

17.3 Any alteration made to an entry on a time card will result in exclusion, unless authenticated by an appointed control official.

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- 17.4 The absence of a signature from any control, or the absence of a time entry at a time control, will result in a penalty of 10 seconds for each missing signature or time entry provided the competitor's times and passage can be verified by other means.
- 17.5 An appointed control official is the only person permitted to make an entry on a competitor's time card in the spaces provided for this purpose, either hand-written or by means of a print-out device (See 18.3.3)
- 17.6 Any divergence between the time entered on the competitor's time card and those entered on the official documents of the rally will form the subject of an inquiry by the Stewards who will deliver a final judgement.
- 17.7 Any competitor who withdraws from a rally must hand in this time card and incident report to the nearest official. Failure to do so will result in disciplinary action which may go as far as not allowing the competitor to start any more events.

18. PROCEDURE AND FUNCTIONING OF CONTROLS

18.1 General provisions

- 18.1.1 All controls, i.e. passage and time controls, start and finish of special stages, regrouping and neutralisation control areas, will be indicated by means of approved standardised signs mounted on boards.
- 18.1.2 The beginning of a control area is indicated by control boards with a yellow background. At a distance of no less than 10 m further, the position of the actual control is then indicated by a similar type of board, with a red background. The end of the control area, approximately 10 m further on, is indicated by a final sign on a beige background with three black transversal stripes.
- 18.1.3 All control areas (i.e. all the areas between the first yellow warning signal and the final beige one with three transversal stripes) are considered as parc fermé (see article 20.1.2).
- 18.1.4 The stopping time within any control area must not exceed the time necessary for carrying out control operations.
- 18.1.5 The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.
- 18.1.6 Control officials may not give competitors any information concerning target check-in times.
- 18.1.7 Controls shall be ready to function 15 minutes before the due time for the passage the road closing (0) car.
- 18.1.8 Unless the Clerk of the Course decided otherwise, they will cease to operate after the road opening (Sweep) car has been through the control.
- 18.1.9 Crews are obliged to follow the instructions of the marshal in charge of any control. Failure to do so will result in a penalty, which may go as far as exclusion, at the discretion of the Stewards.

18.2 Identification of controls

- 18.2.1 The board mounted signs, which are described under 18.1, must be respected.
- 18.2.2 All controls, i.e. time controls, passage controls, starting and finishing controls of special stages and stop points, are indicated by means of standardised signs.
- 18.2.3 A description of the board mounted signs, used to demarcate a control area, follows.

N.B. If need be, the signs on a yellow background can be made more conspicuous by the addition of a yellow flag, and the signs on a red background, by a red flag

18.2.4 Time control

18.2.4.1. The beginning of the control area is indicated by a clock on a board with a yellow background.

18.2.4.2. The location of the control itself is marked with a clock on a red background, the end of the control area being indicated by three stripes (beige background).

18.2.5 Passage Control

Displaying of signs the same as far a time control, except that the sign used will be

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a stamp

18.2.6 Special Stage

18.2.6.1 The starting point is indicated by means of a closed flag on a red background.

18.2.6.2 The finish is preceded by a chequered flag on a yellow background. The finishing line, where times will be taken, is indicated by a chequered flag on a red background.

18.2.6.3 A "STOP" sign on a red background is placed approx. 100 to 300 m further on.

18.3 Control area

18.3.1 As a general rule, the sign indicating the beginning of a control area is placed at approx. 10 meters from the control. Signs indicating the end of a control area are placed approx. 10 meters from the control.

18.3.2 No repairs or assistance may take place within the control area, i.e. between the sign with a yellow background indicating the beginning of the control area and the beige sign with three black transversal stripes as the area between the yellow and beige signs will be considered as a parc fermé.

18.3.3 All control officials must be identifiable. At each control, the chief must wear a distinctive bib in order to be immediately identifiable.

18.4 Passage controls

At these controls, the marshals must simply stamp the time card as soon as this is handed in by the crew, without mentioning the time of passage.

18.5 Time controls

The marshal will record on the time card the elapsed minute, at which it is handed to him.

18.6 Check-in procedure

18.6.1 The check-in procedure begins the moment the car passes the time control area entry sign.

18.6.2 Between the area entry sign and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.

18.6.3 The clocking of the car can only be carried out if the Co Driver (in the case that the Control Area is full of other cars), or two crew members and the car are in the control area and within the immediate vicinity of the control table.

18.6.4 The check-in time corresponds to the exact moment at which one of the crew members hands the time card to the marshal.

18.6.5 Then, either by hand or by means of a print-out device, the marshal marks on this card the actual time at which the card was handed in, and nothing else.

18.6.6 The target check-in time is the time obtained by adding the time allowed to complete the road section to the start time for this section, these times being expressed to the minute.

18.6.7 Reserved.

18.6.8 The crew does not incur any penalty for lateness if the act of handing the card to the marshal takes place during the target check-in minute.

18.6.9 Example: A crew which is supposed to check in at control at 18:58'00' shall be considered on time if the check-in takes place between 18:58'00' and 18:58'59'. Any difference between the actual check-in time and the target check-in time shall be penalised as follows:

a) for late arrival: 10 seconds per minute or fraction of a minute;

b) for early arrival: 1 minute per minute or fraction of a minute.

Note: In Regional Championship events, the penalty for late arrival will be 5 seconds per minute or fraction of a minute.

18.6.10 At the discretion of the Clerk of the Course, a crew, which has been penalised for early arrival, may be neutralised for the amount of time necessary for them to leave at their ideal time.

18.6.11 At the time controls at the end of a leg or the end of the event, the organisers may authorise the crews to check-in in advance, without incurring any penalty, provided

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that this clause has been laid down in the supplementary regulations of the rally or is indicated in a later bulletin. However, the time entered on the time card will be the scheduled time of the rally, not the actual time.

18.6.12 Lastly, if it is found that a crew has not observed the rules for the check-in procedure as defined above (and especially by entering the control zone more than a minute before the actual check-in time), the chief marshal at the control must make this the subject of a written report to be sent immediately by the Clerk of the Course to the Stewards who will impose any appropriate penalty.

18.7 **Reserved**

18.8 **Exclusion**

18.8.1 Any lateness exceeding 30 minutes at the end of each section and/or day of the rally, or a total lateness for the whole of the rally of more than 60 minutes will result in the exclusion of the crew.

18.8.2 Early arrival shall under no circumstances permit crews to reduce the lateness resulting in exclusion. However, penalties for early arrival at a time control shall not be taken into consideration when calculating a lateness exceeding the maximum permitted which will result in exclusion:

Examples:

- Road Section A: Start 12:00 - Target time 1hr - check-in time 13:10;
- Penalty for late arrival = 10 x 10 seconds = 1 min. 40 seconds;
- Lateness counting towards exclusion = 10 mins. .
- Road Section B: Target time 1hr.30mins - check-in time 14:20.
- Penalty for early arrival = 20 mins. .
- Lateness counting towards exclusion - 10 mins (not compounded);
- Road Section C: Target time 2hrs - check-in 16:30;
- Penalty for late arrival = 10 x 10 seconds = 1 min.40 secs
- Lateness counting towards exclusion = 10 additional mins.
- TOTAL ROAD SECTIONS A + B + C
- Total penalties (for late and early arrivals):
- 1 min. 40 seconds + 20 mins. + 1 min 40 seconds = 23 mins. 20 seconds
- Total lateness counting towards exclusion: 10 + 10 = 20 mins.

18.8.3 The exclusion time may be increased at any point by the Stewards upon the proposal of the Clerk of the Course. The crews concerned shall be informed of this decision as soon as possible.

18.8.4 Exclusion for exceeding the maximum permitted lateness may only be announced at the end of a section or at the end of a leg.

18.8.5 Crews are bound, under pain of exclusion, to check-in at all controls in the correct sequence of the controls and in the direction of the rally route. It is also prohibited, under pain of exclusion, to re-enter the control area.

18.9 **Reserved**

18.10 **Regrouping controls**

18.10.1 Regrouping areas may be set up along the route. Their entry and exit controls shall be subject to the general rules governing the controls. Inside a regrouping park, the engines may be started by means of an external battery. This battery must not then be taken aboard the car.

18.10.2 The purpose of these regroupings will be to reduce the intervals, which may occur between crews as a result of late arrivals and/or retirements. Thus, the starting time from the regrouping control and not its duration must be taken into account.

18.10.3 **Example:**

120 cars at the start of the rally;

First regrouping after 4 hours;

Starting time from the regrouping control: 12:01.

18.10.3a Target time for the arrival of Car No. 1 at the regrouping control 08:01;

Target time for the arrival of Car No. 120 at the regrouping control 10:00.

18.10.3b Actual arrival time of Car No. 1 at the regrouping control 08:45;

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Actual arrival time of Car No. 120 at the regrouping control 11:50;
(60 cars have retired during this part of the rally).

18.10.3c Starting time of Car No. 1 12:01;

Starting time of Car No. 120 13:00;

The respective length of stopping time shall therefore have been:

- 3hr16min for Car No. 1;

- 1hr10min for Car No.120.

18.10.4 On their arrival at these regrouping controls, the crews will hand the marshal their time card and possibly the sheets for the special stages covered. The crews will receive instructions on their starting time. They must then drive their car immediately and directly to the parc fermé. Engines must be stopped. The organisers may give them a new time card either at the entrance or at the exit of the parc fermé.

18.10.5 After regrouping the starting order should follow, as far as possible, the general classification drawn up on arrival at the regrouping area. If this is not possible, if all the competing cars have not arrived when the first car is due to depart, then cars should start in the order in which they started the previous section.

19. SPECIAL STAGES

19.1 Special stages are timed speed tests on roads closed for all vehicles except official vehicles and competing vehicles. For special stages and competitive sections, timing will be done to the second. For national championship rallies timing may be done to 1/10th second.

19.2 During these stages, crew members must wear approved crash helmets and safety belts under pain of exclusion except for in the case of recovering from an incident which is accepted as a bona fide incident by the Stewards of the Meeting.

19.3 Crews are forbidden to drive on the route in the opposite direction to that of the stage and will be excluded for so doing unless the Clerk of the Course is satisfied, that it was done for the minimum distance possible, to recover from an incident and was executed with absolute regard for safety.

19.4 Any car not able to clear the control area in the 60 seconds following the signal to do so will incur a 5 minute penalty.

19.5 Starts of special stages will be given as follows:

19.5.1 When the car with crew aboard has stopped at the start control, the marshal will enter the time scheduled for the start of the car in question on the stage sheet (hour and minute). He will hand this document back to the crew.

19.5.2 When Rallytime clocks are in use, the control official will enter the SSS time into the clock which will then display by means of a digital read out counting down from 59 seconds with the competitor starting on zero seconds.

Should Rallytime clocks not be in use, or fail before the SSS time, the control official will count the competitor down by appropriate hand signals to indicate the time remaining in SS time. Any competitor who, by his own choice, makes no attempt to start at a special stage at his due time and/or attempts to have his SSS time amended to a later time, shall be reported by the control official concerned and may be excluded by the Clerk of the Course.

The times recorded in the memory of the Rallytime clock will be printed and used to determine if a jump start has occurred or to resolve other timing discrepancies.

Times recorded on the competitor's time card will be used for scoring a competition. However, if there is a discrepancy between the times on the competitor's time card and the control official's sequence sheet and/or the clock memory, the Clerk of the Course will make a ruling, taking all evidence into account, regarding which of the times will be used for scoring purposes. Repeated reports of discrepancies in the times recorded by an individual competitor will result him/her being reported to MSA for possible further investigation and action.

The onus rests with the competitor to go to the organisers time piece if he requires verification of a time recorded and not for the control official to bring the time piece to the competitor.

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- 19.5.3 It is forbidden to overtake another competitor between the flying finish and stop control unless that competitor is stationary and unable to proceed further immediately. In the event of a competitor overtaking another competitor in such circumstances he shall be obliged to bring it to the attention of the control official at the stop control and if possible provide the number of the car which has been overtaken.
- 19.5.4 Competitors are required to install a bracket for the SafeTrack unit connected to a fused (one amp) 12 V power supply. Brackets will be supplied by the rally commission at a cost to be determined from time to time.
- 19.5.5 Competitors are required to return the SafeTrack units before leaving the Parc Ferme at the conclusion of the event. Non-finishers are to ensure that the SafeTrack unit is returned to either the Technical Delegate, the Sporting Delegate or the Competitors Relations Officer by no later than the finish of the event and obtain a receipt in respect thereof. Any failure to return a unit will result in the competitor being levied with the equivalent of the current replacement cost of the SafeTrack unit, (approximately R8500) and he will not be allowed to compete in any future event until such amount has been paid. Competitors will be held liable for any data transmission charges incurred by the unit after the conclusion of the event in the event of it not being returned on time. In addition, he may be reported by the Clerk of the Course for further action.
- 19.5.6 The organisers of the event will be entitled to download track information from the units and to utilise the same as evidence of any shortcut or deviation from the route.
- 19.5.7 The installation and use of the SafeTrack unit does not in any way detract from the rules in relation to the carrying and use of medical boards as set out in SSR 163 v.
- 19.6 The start of a special stage may only be delayed in relation to the scheduled starting time by the appropriate marshal after he has obtained approval from the Clerk of the Course.
- 19.7 In the event of lateness on the part of a crew, the marshal will enter a new time, the lateness then being considered as lateness recorded on a road section (1 minute per minute or fraction of a minute late).
- 19.8 A false start, particularly one made before the signal has been given is penalised as follows:
- | | |
|-------------|------------|
| 1st offence | 10 seconds |
| 2nd offence | 1 minute |
| 3rd offence | 3 minutes |
- Further offences: at the Stewards' discretion.
These penalties do not prevent the Stewards from imposing heavier penalties if they judge it necessary.
- 19.9 Special stages will end in a flying finish. Timing is recorded on the finish line. The crew must then report to the Stop control point to have its special stage time entered on the time card before leaving the Stop control area. Not stopping at the Stop Control will result in a 5 minute penalty being applied by the Clerk of the Course.
- 19.10 The flying finish control point should be at least 200m before the Stop control point and the Stop control point should be at least 100m before any major intersection.
- 19.11 Reserved.
- 19.12 The times recorded by the crews in each special stage, expressed in hours, minutes and seconds, shall be added to their other penalties (road, technical, etc) expressed in time.
- 19.13 Reserved
- 19.14 The starting intervals for special stages must respect the same rules as those laid down for the start of the leg in question.
- 19.15 Any crew refusing to start a special stage at the time and position allocated to them, will incur a time penalty of at least 10 minutes, which may later be translated to exclusion by the Clerk of the Course.
- 19.16 **Termination of Special Stage**
When a special stage has to be definitively stopped for any reason whatsoever before the last crew has covered it, a classification for the stage may be established by allocating to each crew which has been affected by the circumstances of the interruption, the slowest time set in it's class before the termination. Should the Stewards consider the slowest time set as abnormal, they may choose as a scratch time one among the four other slowest

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which seems the most suitable. However, no crew which is totally or partially responsible for stopping a stage may benefit from this measure. It will be given the time which it may have set if this is greater than the scratch time awarded to the other crews.

19.17 **Road-closing vehicles**

The organisers must provide at least two road-closing cars numbered "00" and "0". These cars must drive the whole route of the rally and are to be treated as competitors by all the control officials. At least the "0" car must be in contact with the Clerk of the Course at all times. A road-opening, or sweeper car, must go through the route as soon as possible after the last car and close the controls.

19.18 **Safety plan**

The safety plan must be in conformity with the plan which appears in the supplementary regulations.

19.19 A super special stage is a special stage designed for spectator viewing with the possibility of more than one car starting at the same time. The organising of a super special stage is optional. A separate safety plan must be submitted for such super special stages. The starting order of a super special stage is entirely at the discretion of the organisers. However, the organisers must detail the procedure in the supplementary regulations.

19.20 ***Deletion of Stages completed**

The Clerk of the Course may delete part of the course or competition, or ignore any lateness or penalty incurred, or ignore part of the records of the competition in the case of unforeseen circumstances which could be unfair to competitors, subject to the consent of the Stewards of the event or if he is so instructed by them. A competitor may only object to such action by way of an appeal since the Stewards are a party to such action by the Clerk of the Course. The appeal shall be lodged within the time specified in Part X Appeals. Any action taken cannot be reversed by an appeal court merely because the court may have considered taking different action under the circumstances. The appeal court must uphold the action unless it is satisfied that the action taken was wholly unreasonable and in bad faith or that the officials concerned failed to ascertain the facts and to use their initiative to solve the problem in a more acceptable manner.

19.21 **Impossible Times**

The Clerk of the Course may, at his sole discretion, adjust any special stage time that is deemed to be impossible. The offending crew will be accorded a time 10 seconds per kilometre or part thereof slower than the fastest car in the same class. If this is the only car left in the class then the class below is taken. If this is not possible the Stewards will decide.

19.22 **Competing Vehicles broken down on Special Stages**

It is forbidden for competing vehicles to be completely abandoned on special stages. At least one member of the crew, if medically fit, must remain with the vehicle until same is removed from the special stage. Any contravention of this regulation will be referred to the Stewards for action.

20. **PARC FERMÉ**

20.1 **General conditions**

While the vehicles are subject to parc fermé rules, any repair or refuelling is strictly forbidden, under pain of exclusion.

The vehicles shall be subject to the parc fermé rules:

20.1.1. from the moment they enter a starting area (if one exists), a regrouping area or an end of leg area, until they leave it;

20.1.2. from the moment they enter a control area until they leave it;

20.1.3. from the moment they reach the end of the rally until the time for lodging protests has expired and the Stewards have authorised the opening of the parc fermé.

20.1.4. No person, except officials of the rally carrying out specific functions, are allowed in the parc fermé.

20.1.5. The driver and the co-driver may enter the parc fermé ten minutes before their starting time.

20.1.6. At the start of a rally there may be a starting parc fermé, to which the cars must be driven a maximum of 4 hours before the start.

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20.1.7. Only the officials on duty and/or the members of the crew are authorised to push a competing vehicle inside parc fermé at a start, regrouping halt or end of leg. Inside the parc fermé, the engines may be started by means of an external battery. This battery must not then be taken aboard the competing vehicle.

20.1.8. The final parc fermé may be declared open 30 minutes after the arrival of the last car in the event, by the Clerk of the Course in consultation with the Technical Delegate.

20.2 Repair in parc fermé

20.2.1 Where the scrutineers consider that the state of a vehicle is so defective as to endanger the safety of normal road traffic, repairs must be effected in the presence of a scrutineer.

20.2.2 The minutes required for the repair must be considered as so many minutes lateness on a road section, so as to prevent a driver from trying to regain the time in repairing (1 minute per minute or fraction of a minute). The driver is given a new starting time after the repair which incurs a penalty.

20.2.3 By way of exception and under the supervision of the competent marshal, the crew may, while in the parc fermé, at the start, regrouping areas or end of leg:

20.2.3a change a punctured or damaged tyre using the equipment aboard,

20.2.3b change the windscreen with the possibility of outside help.

20.2.4 If, in order to change the windscreen, it is necessary to straighten the bodywork and/or safety rollbar, Article 20.2.2. will apply.

20.2.5 These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions set out in Article 20.2.2.

20.2.6 As soon as a competing vehicle has been parked in parc fermé, the drivers will switch the engine off and leave the area. They will not be allowed to re-enter until 10 minutes before their re-start time.

21. RESULTS

21.1 The results are established by adding together the times taken during the special stages and the time penalties incurred on road sections together with all the other penalties expressed in time. During the rally the classifications to be published will be the following:

- unofficial classification distributed by rally control during a day;
- partial unofficial classification published at the end of a day;
- partial official classification published at the end of a day;
- provisional final classification published by rally control at the end of the rally;
- final official classification approved by the Stewards;

The time and place that the partial unofficial classifications, the provisional final classification and the final official classification will be posted must be specified in the supplementary regulations. Day 1 results will become final at a time and place stated in the Supplementary Regulations. If this is not possible by 21h00, all the cars for which results can not become final must be suitably marked and results posted. These results are then subject to protest on day 2. For the remainder of the cars day 1 results then become final.

21.2 **PODIUM PRIZEGIVING** - Notwithstanding the provisions of GCR's 207 and 281, the Clerk of the Course of a National Championship event may, with the consent of the Stewards, where such Clerk of the Course and the Stewards are reasonably satisfied that results have been correctly established, and are unlikely to be the subject of a protest and / or appeal, award trophies as part of the podium ceremony prior to such results becoming final. No cash or prize awards, other than trophies may however be handed over until such results are final. The provisions of this article may be applied in part, for example, where disputes may affect only the results of certain classes. The list of trophies shall be published provisionally and bear the wording "subject to protest and appeal". Save insofar as the aforesaid GCR's are amended hereby, either expressly or by necessary implication, the remaining provisions of such GCR's shall continue to apply.

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22. DEAD HEAT IN CHAMPIONSHIP RALLY

In the event of a dead heat in a rally it will be resolved by comparing which competitor has beaten the other on most stages. If a tie still remains, the competitor who accomplished the best time for the first special stage will be proclaimed winner. If this is not sufficient to be able to decide between the tying competitors, the time of the second, third, fourth etc. special stages shall be taken into consideration. This rule can be applied at any time during the rally.

23. MINUTE - CLOSING REPORTS

23.1 Minutes

During the running of the rally, the proceedings of the meetings of the Stewards may be recorded in minutes drawn up in the official language.

23.2 Closing reports

At the end of the rally, the organisers may draw up a closing report.

23.3 Submission of minutes and reports

The minutes including the closing report, if any, must be sent to MSA via the SA Rally Association, within seven (7) days of the end of the rally.

24. PROTESTS AND APPEALS

24.1 All protests shall be lodged in accordance with the stipulations of Part IX of the GCR's

24.2 All protests must be lodged in writing and handed to the Clerk of the Course together with the protest fee which shall not be returned if the protest is judged to be frivolous or vexatious.

24.3 If the protest requires the dismantling and the re-assembly of different parts of a car, the claimant must pay one of two additional deposits which will be R 2 000.00:

24.3.1 For a protest involving a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork etc.)

24.3.2 For a protest involving the whole car.

24.4 The expenses incurred by the work and by the transportation of the car shall be borne by the protestor if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.

24.5 If the protest is unfounded and if the expenses incurred by the protest (scrutineering, transportation, etc) are higher than the amount of the deposit, the difference shall be borne by the protestor. Conversely, if the expenses are less, the difference shall be returned to them.

24.6 Competitors may appeal against decisions, in accordance with the stipulations of Part X of the GCR's.

24.7 The supplementary regulations shall contain all necessary information as to the amount of the protest and appeal fees laid down.

24.8 Application and interpretation of the regulations

Should any dispute arise as to the interpretation of these regulations, MSA will be the only authority to make a decision.

25. SUPER RALLY

25.1 General

A competing car which fails to finish any Day of a rally, other than the final day thereof, will be permitted to restart the next Day. The competitor shall be obliged to notify the Clerk of the Course or the Competitors Relations Officer of his intention to restart not later than 30 minutes (in writing) before the published time for publication of the start list for the following day. This shall apply to any car which has been excluded on the grounds of exceeding the latest allowable limit or has failed to report to a control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the Stewards. Any entrant who re-starts will be classified in the final overall classification and be eligible for Championship points on the basis that the competitor will be allocated the actual time achieved on all special stages completed by him, plus the fastest time set on any special stage missed by him by a competitor competing in the same class or category, plus a penalty of 5 minutes for every stage missed, unless the only stage

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missed is the last stage of a Day in which event a penalty of ten minutes will be added.

25.2 **Service location and time allowed**

Any car which fails to finish a Day in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the overnight parc fermé prior to the next Day, no later than 1 hour before the scheduled start of that Day.

25.3 **Scrutineering of repaired cars**

The car must retain its original body shell and engine block as marked at pre-event scrutineering. The scrutineers shall undertake safety checks before the car is permitted to restart.

26. **REMOTE SERVICE ZONES (RSZ)**

26.1 **GENERAL**

Remote service zones may be created which must:

- Be defined by a time control at their entrance and exit.
- Allow for the changing of tyres supplied from a service vehicle and any service using the equipment as in Art. 26.3.
- Admit only authorised team personnel, as in Art. 26.2, the rally officials and media with appropriate passes.
- To increase promotional value, organisers are encouraged to locate RSZs in town or centres of population.

26.2 **NUMBER OF TEAM PERSONNEL**

26.2.1 At a remote service zone, the following may work on their car(s):

- For one car, the crew plus up to 2 team personnel. These team personnel shall remain the same while the car is in the zone.
- For entrants running multiple entries, the crew plus up to 2 team personnel per car. These team personnel may be exchanged between cars within the zone provided that the number working on the car at any one time does not exceed 2 in addition to the crew..

26.2.2 Team personnel must be clearly identified by means of a pass (which may take the form of an arm or wrist band or any other means of identifying the personnel).

26.2.3 The zones must be scheduled so that the same team personnel can attend these zones and the service park when using a provided recommended route.

26.3 **ELIGIBLE EQUIPMENT AND TOOLS**

26.3.1 Whilst in a remote service zone the following is permitted:

- The use of jacks, chassis stands, ramps, wheel nut spanners, torque wrench, hand-tools and plain water
- The use of equipment or parts and tools carried on board the competing car
- The use of battery operated tools including any necessary lighting.
- The addition of plain water to the car systems for which a filling device may be used.
- The use of brake bleeding and car cleaning equipment

26.3.2 Ground sheets must be used.

26.3.3 It is permitted to have a competition car linked by a cable to a computer that is positioned inside the remote service zone and operated by a person without a pass. This person may not work on the car, other than by connecting and disconnecting the cable, operating switches and uploading or downloading information via the external computer.

26.3.4 The installation of extra lights on or into the car is permitted at remote service zones. The extra lights may be transported to the RSZ in a service car.

26.3.5 Any equipment or parts from the car may be left in the RSZ and removed after the departure of the car.

26.3.6 The replenishment of driver drink containers shall not be considered as work on a car.

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26.4 RSZ VEHICLE PASS

One vehicle pass per competing car will be issued by the organiser for transport of team personnel and eligible equipment and tools to the RSZ.

26.5 REGULATIONS

The intention to use a remote service zone must be stated in the regulations.

PART 3

APPLICABLE TO REGULARITY EVENTS

SSR

210. CONTROLS

i) **Open Control:**

A manned control, clearly identified and indicated as such on the road book and including the distance, at which competitors are required to stop to have their time of arrival recorded.

ii) **Secret Control:**

A manned control identified to competitors but not usually marked on the road book at which competitors are required to stop to have their time of arrival recorded. All secret controls will be marked by at least one control sign, an example of which should be available for inspection before the start.

iii) **Hidden Control:**

A control, not identified to competitors, at which their time of arrival is recorded without their stopping..

iv) **Restart Control**

A control operated as laid down in the SR's for the event.

v) **Other types of Control**

Other types of control may be used, but shall be defined in the SR's for the particular event. Only open and passage controls may operate in open sections that may be established along the route. The beginning and end of each open section must be clearly defined in the road book.

211. 211.1 Controls will be considered open 10 minutes before the time that each car is due and will be considered closed 10 minutes after the time that each car was due, except that if the event is run on the competitor leapfrog marshalling system, then if a competitor has just finished marshalling, the next control will be considered closed 2 minutes after he was due, the following control 4 minutes after he was due and so on up to the 10 minute penalty (SSR 216 refers).

211.2 Any time correction that is made to the route schedule by adding time to a given ETA or ETD, or an ETD that is added into the event, after the start of the event, is to be carried through to the end of the day. This time addition is to be added to all future given ETA's and ETD's.

211.3 Any corrections made to the route schedule are to be done in writing and all crews must sign acknowledgement thereof by signature on the same sheet as the changes are on.

211.4 A time will only be recorded when the front wheel of a competing car, traveling in the correct direction, passes the control sign. The control sign shall be placed close to the road, clearly visible to competitors.

211.5 * **Deletions**

The Clerk of the Course may, at his sole discretion, delete from the records, controls as he deems necessary. Such an action is then subject to protest to the Stewards of the Meeting

212. SCORING AND TIME RECORDING.

This will be expressed as a total time error on the following basis, with a maximum of five minutes

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at any control.

- 212.1 At all open controls; One second for every second late beyond the official calculation due time arrival.
 - 212.2 At all secret controls; One second for every second earlier or later than the official calculated due time of arrival.
 - 212.3 At all hidden controls; One second for every second late or for every second earlier than 5 seconds, based on the official due time of arrival.
- 213.** 213.1 When times are recorded in writing and used for scoring, the onus is on the competitors to see that they are recorded correctly on the time card in hours, minutes and seconds (see also SSR 183).
- 213.2 In the event of a dead heat in a rally the winner will be the competitor who had the lowest penalty at the first control. If this is not sufficient to be able to decide between the tying competitors, the lowest penalties at the second, third, fourth etc, controls shall be taken into consideration.

214. EXCLUSION OR POSSIBLE EXCLUSION:

- 214.1 Competitors will be excluded for being accompanied by a service or other vehicle on part or the whole route.
 - 214.2 Competitors may be excluded for failing to take a marshal board along after marshalling and handing this in at the finish.
- 215.** Unless the organisers stipulate more onerous conditions, a competitor, to be classified as a finisher, must score less than the maximum penalty at not less than 60% of the scored controls, as well as at the final control.

216. LEAPFROG MARSHALLING:

- 216.1 The organisers will travel along the route ahead of the field, and will set up a control point with a marshal board. The first competitor to arrive there will have his time recorded by the organisers. This competitor will then be required to take over this control point as Marshal.
- 216.2 The organisers will hand the competitor a control slip on which the official calculated time of arrival at the control, the number of cars competing and the control number, have all been entered. The competitor is required to complete the control slip in order to calculate the time at which the control will be closed. The control slip will also show the time to be added to all ETA's and ETD's on the road book to compensate for the marshalling time. The control slip is to be handed in along with the competitor's time card at any scoring points on the route, or at final control.
- 216.3 Should it be found that a competitor acting as a Marshal left his control point before the correctly calculated time of departure, then the organisers have the right to adjust the score of any competitor prejudiced by such an action.

PART 4

APPLICABLE TO EVENTS REQUIRING SEALED WATCHES AND ODOMETERS

217. A*WATCHES:

- 217.1 Each competitor shall provide one clearly legible watch recording hours, minutes and seconds in a container which, when sealed, precludes the possibility of operating any of the watch controls, unless the watches are provided by the organisers. It shall be clearly numbered "No.1".
- 217.2 A second similar watch is permitted provided it is properly sealed and is clearly numbered "No 2".
- 217.3 After the watches have been set, the container will be sealed by an official at the start point who may refuse to accept any watch which in his opinion is not sufficiently clear to be read easily and quickly, or any container that required more than two seals.
- 217.4 The "No 2" watch must be suitably masked to cover the face while times are recorded from the "No 1" watch, unless it becomes unserviceable during the competition. This fact must be reported to the first available control official and noted on the time card. The masking is then to be transferred from the "No 2" watch to the unserviceable "No 1" watch.
- 217.5 The control official will record the time from the "No 2" watch that will thereafter be the only one recognised.

217.B ODOMETERS AND ONBOARD COMPUTERS

These must be sealed to the satisfaction of the organisers.

218. * PENALTIES

The Clerk of the Course may exclude a competitor for the following and report same to MSA for disciplinary action:

- 218.1 presenting an unofficial watch to an official; and
- 218.2 having a broken seal on an odometer or watch container.

PART 5

REGULATIONS AND SPECIFICATIONS FOR THE 2012 SA RALLY DRIVERS, CO-DRIVERS AND MANUFACTURERS CHAMPIONSHIPS

NOTE: THESE REGULATIONS TO THE EXTENT THAT THEY ARE RELEVANT, APPLY ALSO TO THE MSA REGIONAL SPECIAL STAGE RALLY CHAMPIONSHIPS.

ART.

1. ELIGIBILITY OF VEHICLES

- 1.1) Attention is drawn to the requirements of SSR 163 and to the necessary compliance with the applicable motor vehicle ordinance particularly regarding lights and tyres. No chains and/or other attachments for tyre and rim are allowed.
- 1.2) All vehicles competing in SA Championship rallies must be fitted with roll - over cages to the design configurations recommended by the FIA in Appendix J and subsequent drawings showing suitable methods of fixing. Locally produced tubing may be used provided the minimum dimensions and tensile strengths are not less than those laid down by the FIA. Welding shall be of the highest quality.

2. CLASSIFICATION

Note: Under the FIA Appendix J Regulations of Groups A and N, what is not specifically allowed is forbidden.

2.1 Group A

Class S2000

- 1) For vehicles FIA Internationally homologated and/or FIA Africa Continent homologated and/or South African homologated conforming to the FIA Appendix J regulations and in particular Article 254a for Super 2000 normally aspirated 2 litre – Rally type cars. Furthermore, the FIA 2010 Homologation Regulations for Super 2000 Kit-Variant (Rallies) published on the 11-03-2010 will apply.
- 2) Although not in accordance with the FIA Regulations, Super 2000 normally aspirated 2 litre – Rally type cars that conform to the above FIA Super 2000 regulations, will be accepted for South African Homologation and will be allowed to participate in the South African Rally Championship.

Class Super 1600 (A6) Up to 1600cc

- 1) For vehicles FIA Internationally or South African homologated in Group A, conforming to FIA Appendix J article 255 regulations.
- 2) For vehicles FIA Internationally homologated in Group R, conforming to FIA Appendix J article 260 regulations with a minimum weight as stipulated by the FIA.
- 3) Although not in accordance with the above FIA Regulations, the minimum engine cubic capacity of 1400 cm³ will not apply.
- 4) From 01-01-2012 onwards, only new cars that comply to FIA Appendix J article 260 regulations for Class R2B cars may be built to compete in the Super 1600 (A6) class.
- 5) Existing Class A6 cars that were homologated before 01-01-2012 will be allowed to continue to compete in the Super 1600 (A6) class until the end of 2016. These class

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A6 cars will be subject to a weight penalty as defined elsewhere in these regulations.

- 6) The existing Class (A6) Volkswagen Polo Vivo Hatch complying to MSA current Rally Homologation No A6139 extensions and homologated before 01-01-2012, will be accepted with a weight penalty as defined elsewhere in these regulations. Besides the fitting of an approved inlet manifold (Rally Homologation No A6139 extension 01/01 VO), additional modifications to the engine will comply to the FIA Appendix J 260 article 6 (Engine) for R2B cars.
- 7) A car with an engine cubic capacity up to 1600 cm³ that has been built before 01-01-2011 and conforms entirely to the FIA Appendix J 254 Group N regulations, will be allowed to compete in the Super 1600 (A6) class with a weight penalty as defined elsewhere in these regulations. This includes cars that have multiple butterflies / throttle bodies as standard production equipment. (ie Toyota Corolla 20valve).

The following regulations while not in accordance with the FIA Regulations will be allowed for the South African Rally Championship only.

- a) Minimum weights:
 - 1) Any current A6 car homologated before 01-01-2012 and fitted with multiple butterflies/throttle bodies: **1150** kg.
 - 2) Any current A6 car homologated before 01-01-2012 and fitted with a single butterfly/throttle body: **1125** kg
 - 3) Any current car with an engine cubic capacity up to 1600 cm³ complying fully to FIA Group N regulations. Should the homologated base weight of the car be less than 1030 kg, ballast must be added to the car to achieve the minimum weight of **1030** kg.
 - 4) The existing Class (A6) Volkswagen Polo Vivo Hatch as defined in the above article 6: **1100** kg

Please note, any ballast required to achieve the above minimum weights, will be applied as per FIA Appendix J Art 252 clause 2.2.

- b) For non – internationally homologated vehicles homologated before 01-01-2012 in Class A6, engines with less than four valves per cylinder are allowed to fit larger valves. The fitting of an adapter plate between the standard inlet manifold and the carburettor/s using bolts is also allowed. The make and size of carburettor/s is free but not the number.
- c) For vehicles falling into Class Super 1600 (A6) that conform to FIA Group A Appendix J article 255 and homologated before 01-01-2012, the following will apply.
 - 1) Engines from the same marque and not from the individual model may be used.
 - 2) Vehicles will be eligible to compete with a single butterfly series production inlet manifold and throttle body. The size of the single inlet throttle body butterfly is restricted to a maximum diameter of 55.0 mm. If an adapter plate is required to fit the single throttle body butterfly assembly, the maximum thickness of the adaptor plate will be no more than 10mm. It should be noted that the use of a multi butterfly inlet manifold system, with no more than one butterfly and a maximum butterfly diameter of 47.0 mm per cylinder, fitted to cars other than the Toyota Corolla Rsi 1.6 20 valve, will be restricted to those cars that were homologated with the multi butterfly system before the 1st January 2011.
 - 3) The exhaust manifold is free.
 - 4) Conrods are free provided they are manufactured of ferrous metal. Crankshafts are free provided that they come from a standard production

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- engine from the same marque and must be manufactured of ferrous metal.
The make and type of sequential gearbox will be limited to Sadev ST90-14, Sadev ST75-14 and Sadev STC. With immediate effect, newly developed cars may only fit the Sadev STC sequential type gearbox. For the STC gearbox, only the following gear ratio's may be used: 1st: 12/36, 2nd : 16/34 3rd : 17/28, 4th : 20/27, 5th: 21/24. The final drive ratio for the Sadev STC will be restricted to either 4.75 (12x57) or 4.41 (12x53)
- 5) An engine flywheel suitable for the fitting of the sequential gearbox, with no change of material, (e.g. Ferrous material remaining ferrous material) must be homologated.
 - 6) In respect of gear changing and gear shifting, driver / co driver assisted aids, whether they be mechanical, electrical or electronic, will not be allowed.
 - 7) The maximum wheel rim diameter for gravel and tar surfaces will be 15 inch.
 - 8) Brake calipers will be restricted to a maximum of four pistons per caliper, and be of the non liquid cooled type.
 - 9) Drive shafts may only be manufactured from ferrous metals.
 - 10) Suspension components may only be manufactured from ferrous metals or aluminium alloy.
 - 11) When installing the engine, it's position may be moved in it's compartment provided that the various walls are not modified and no point of the crankshaft axis between it's extremities is moved by more than 25mm. The reference point used to measure the 25mm's is the plane between the interface of the engine block and the gearbox. The engine is defined as the unit from the fan to the flywheel assembly.
 - 12) The fitting of front and rear wheel arch spats may be homologated. The standard production body wings may be extended by means of a wheel arch spat to a maximum of 70 mm (per wing) beyond their originally homologated positions. The overall body width must in all cases be limited to 1800 mm. The original wing material inside the wheel arch may be modified to accommodate the fitting of the spat.
 - 13) The fitting of a standardized rear spoiler (aerodynamic device) to the vehicles tailgate / bootlid may be homologated. The MSA Rally Commission approved spoiler (MSA Rally drawing 1/2012) shall at all times be positioned below the highest point of the vehicles roof profile. Furthermore, the spoiler may not extend rearward beyond the rear bumper. Toyota Motorsport Gauteng and Volkswagen Racing Port Elizabeth shall be the only approved suppliers of this component.

2.2 Production Classes

2.2.1 Group N Class N4 Over 2000cc

For vehicles internationally homologated in Group N (Production cars) or for vehicles South African homologated and conforming to the FIA Appendix J regulations in respect of Group N. Other than for cars Internationally Homologated or non-homologated in Class N4, the mounting of a fire extinguisher system as per Art 253, clause 7.3 of the FIA Appendix J will be treated as an optional extra.

2.2.1.1 For purposes of the technical specifications and regulations, this is a stand alone class. However, for purposes of awards and points scoring, this class will participate and score accordingly in the S2000 class. Refer Article 7 of these Part 5 regulations.

2.2.2 In respect of both Group A and Production Cars, after consultation with the President or Vice President of MSA Rally Commission, the Technical Delegate of the MSA Rally Commission will be empowered to rule on the following:

2.2.2.1 Applications to extend the homologation period of a vehicle where the

homologation has lapsed.

- 2.2.2.2 Applications to deviate from the Group A and N regulations in such a way that it is of a lesser nature and does not give a significant technical advantage.

All applications must be submitted in writing and no vehicles affected by any of the above applications will be allowed to compete until the Technical Delegate has given his ruling. In all cases, the Technical Delegate will set a specific time period when ruling on any applications under Art 2.2.2 to 2.2.2.2 above.

2.3 Group S Class S20

For vehicles which do not conform to any of the above mentioned classes. Cars that are either turbocharged, four wheel drive or have an engine capacity exceeding 2000cc, will not be considered. Entries in this class will be accepted on an invitation basis only and neither these cars nor their crews may score points in any of the Championships. Such vehicles may only be accepted for participation if they are in a sound condition, at the discretion of the Chief Scrutineer.

3. TYRES

- 3.1 Any form of grooving, skimming and hand or machine cutting of tyres will not be allowed. The minimum tyre tread depth over the entire tread surface of the tyre shall at any given time be no less than 2.0 mm.
- 3.2 Please refer to a future MSA Rally Bulletin that will be issued by the latest 30 January 2012.
- 3.3 (i) S2000 will be allowed 20 gravel tyres per event .This will be controlled by marking and by the number of service parks in which tyre changes are permissible.
- (ii) S2000 Challenge (a challenge run within the realm of the S2000 class) will be allowed 12 gravel tyres per event and will be controlled separately.
- (iii) S2000 will be allowed 6 tar tyres (semi slicks: 225/40R18) for the 2012 season .If there is an 'all-tar' event and the Rally Commission deems it necessary they will consider increasing the number of tar tyres.
- (iv) S1600 (A6) will be allowed 12 gravel tyres per event .This will be controlled by marking and by the number of service parks in which tyre changes are permissible.
- (v) S1600 will be allowed 6 tar tyres (195/55R15) for the 2012 season unless such number is increased in terms of the provisions of (iii) above.
- (vi) In both cases (3.3 (iii) and (v) above, tar tyres will be issued and branded with the specific competitor competition number at the start of the season – if this is not possible then prior arrangements must be made with the authorised tyre supplier (at least one week prior to an event).

4. UNDERBODY PROTECTION

Additional underbody protection will be allowed in the area between the lower sill lip edge and the centre tunnel provided that it is fitted against the floor pan, must be removable, must be of separate construction, must stand alone in either a square or rectangular format and be of a maximum size of 3600.0cm² per side. At no point may the additional protection intrude into the centre tunnel area.

5. HOMOLOGATION

- 5.1 All Homologation applications, supported with the relevant documentation, shall be applied for at least 14 (Fourteen) working days before the said application can become accepted or rejected. Accepted homologations will be distributed to the MSA Rally Technical Working Group and Rally Administrators 7 (Seven) days before coming final for competitor distribution. No deviation from the time frame of this regulation will be accepted.
- 5.2 Applicable to Super 1600 (A6) only.
- 5.2.1 Where a Manufacturer represented in South Africa expresses an interest in

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supporting the Super 1600 (A6) class, but does not have an FIA Internationally Homologated R2B class car, the MSA Rally Technical Working Group (RTWG) will provide guidelines for the said Manufacturer to build such a car based on the International FIA R2B Class Regulations. Each case will be treated on its merits and any ruling by the RTWG will be made in the interests of fair competition and cost containment within the class.

5.2.2 Where a car under consideration for competition in the Super 1600 (A6) class is generally available in South Africa, but not with a suitable engine, an application may be made to the RTWG to use another engine from the same Manufacturer's International product range, or from the marque provided that:

- 1) It is deemed by the RTWG to meet the criteria of fair competition.
- 2) It can be fitted into the existing engine bay with only minor modifications to the internal profile and structure of the engine bay. The RTWG shall be the sole arbiter of what are deemed to be minor modifications.
- 3) Reference points mandated for any such dispensation by the RTWG may include the position of the crankshaft centre-line and the inclination of the engine but need not be restricted to these items.
- 4) Any such engine must be commercially and freely available to all competitors, and supported by a comprehensive parts backup.
- 5) The fitting of any such engine does not carry any exposure to abnormal safety risks.
- 6) The fitting of any such engine does not result in any change to the outside appearance of the vehicle.
- 7) Any such engine and its associated parts will be subject to full homologation.

6. APPLICABLE REGULATIONS

These include the General Competition Rules (GCR's) and the Standing Supplementary Regulations (SSR's).

7. CHAMPIONSHIP EVENTS

7.1 The 2012 Motorsport SA Calendar details the events that comprise the Championship series.

7.2 The SA Rally Championship will consist of eight events of which one may be a round of the FIA African Rally Championship and one may be run as a candidate event for observation for possible WRC inclusion. Events will consist of between 150 and 200 kms of Special Stages. Any event electing to inscribe as an International event (other than the ARC or WRC candidate event) will comply with all the requirements of the SA National Rally Championship.

8. DRIVERS AND CO-DRIVERS CHAMPIONSHIP - POINTS SCORING

8.1 All the Championships are open to all competitors from South Africa competing in cars eligible in classes S2000, Super 1600 (A6), N4 and N3 (N4 will be part of S2000).

8.2 A competitor's score on each event, counting towards the overall Driver / Co-driver & class championships, will be the total of his/her overall classification points, or the combined overall and class points in the case of the class championships, less the points scored on one event or if no points are scored on any event, then the total number of points, will count towards the overall championship.

8.3 A competitor's score on each event, counting towards the class championships will be his / her classification points as per the class table below.

Overall Classification:

1st	-	25 points
2nd	-	21 points
3rd	-	19 points
4th	-	17 points

Thereafter the points decrease by one point down to 20th place.

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Each Class:

1st	-	9 points
2nd	-	6 points
3rd	-	4 points
4th	-	3 points
5th	-	2 points
6th	-	1 points

If there are not six starters in the class and the class points for both the individual competitor and the manufacturers points will be awarded as follows: the above class points table will be used but starting from the bottom i.e. If there are 5 starters in the points will start from 6 if there are 2 starters the points will start from 2.

- 8.4 The rule for deciding between drivers who have scored exactly the same points total shall be as follows:
- 8.4.1 According to the value of the places achieved (first, second, third, etc.) in general classification of rallies making up their points total.
 - 8.4.2 According to the value of the places achieved in the general classifications of all the rallies in which each of the tying drivers has taken part.
 - 8.4.3 In the event of a further tie, MSA will decide the winner, on the basis of whatever other considerations it thinks fit.

9. RALLY CHAMPIONSHIP FOR MANUFACTURERS - POINTS SCORING

- 9.1 The championship shall be open to all cars eligible as per ART 8.1 above.
- 9.2 Points scoring will be exactly as per Art 8.2 above for all overall and each class.
- 9.3 All SA Rally Championship events will count towards the SA Rally Championship for Manufacturers.
- 9.4 Ties between competing manufactures will be resolved on the basis of the greatest number of wins in all classes. If that fails to resolve a tie then it will be resolved by the greatest number of 2nd's and so on till the tie is resolved.

10. AIMS OF THE CHAMPIONSHIP

- 10.1 To declare a South African Champion Rally Driver.
- 10.2 To declare a South African Champion Rally Co-driver.
- 10.3 To declare a South African Two Wheel Drive Rally Champion Driver (Super 1600/A6).
- 10.4 To declare a South African Two Wheel Drive Rally Champion Co-driver (Super 1600/A6).
- 10.5 To declare the class winning driver and co-driver in each of the two classes.
- 10.6 To declare the winner of the South African Rally Championship for Manufacturers.
- 10.7 To declare the winners of the S2000 Challenge.

11. MINIMUM NUMBER OF STARTERS

The minimum number of starters per S.A. Rally Championship event, in order for the event to be scored towards the Championship, will be 15.

12. S2000 CHALLENGE (a challenge within the S2000 class)

This is to cater for earlier generation S2000 cars and N4 cars. Point scoring will be the same for overall and manufacturers but the S2000 Challenge will have its own points per event and the series.

Eligible vehicles:

- 12.1 S2000 cars homologated either internationally or with its a homologation is that comply with FIA Article 254 a in respect of naturally aspirated 2 L four-wheel-drive rally cars and have been superseded by a later vehicle homologation. (For example: Toyota RunX S2000 - superseded by Auris S2000; on homologation of the proposed Yaris S2000 , the Auris becomes eligible; the first-generation Volkswagen Polo will be superseded by the new Polo for 2012. The homologation on these cars will be frozen at the time that the new model

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homologation comes into effect and no modifications or improvement (jokers) will be allowed. The Rally Technical Working Group may from time to time entertain requests for later generation parts to be used provided that no modification is required to fit these parts and that change is made because of a proven supply issue, cost benefit, or safety enhancement.

- 12.2 Older generation FIA homologated N4 cars such as the Subaru N14 (now superseded by the N15) and Mitsubishi Evo models. No later generation models will be eligible for S2000 challenge and homologation will be frozen at the level of the vehicle when it was superseded. The Rally Technical Working Group will advise of the size of intake restrictor that will apply to these cars and may entertain requests for later generation parts to be used providing that no modification is required to fit these parts and that the changes made because of a proven supply issue, cost benefit, or safety enhancement.
- 12.3 The Rally Technical Working Group in consultation with the Technical Delegate shall be the sole arbitrator in the event that it is perceived that the spirit of the regulations for the S2000 challenge is being abused. An example of such an occurrence could be where competitor act in collusion with the manufacturer to build what may be considered a totally new car to gain a competitive advantage in the challenge; the fundamental principle of the S2000 challenge is that this is for previously rallied vehicles of superseded homologations.
- 12.4 Nomination of entry for the S2000 challenge: competitors must state at the time of entry for each event will they are competing in the S2000 challenge, and no change can be made after presentation of the vehicle for scrutiny at an event.

REGULATIONS APPLICABLE TO OFF ROAD CAR RACING PART 1 APPLICABLE TO ALL EVENTS

SSR**300. ELIGIBILITY OF COMPETITORS**

No competitor shall be permitted to start an event unless he has satisfied the officials concerned that all the following are in order.

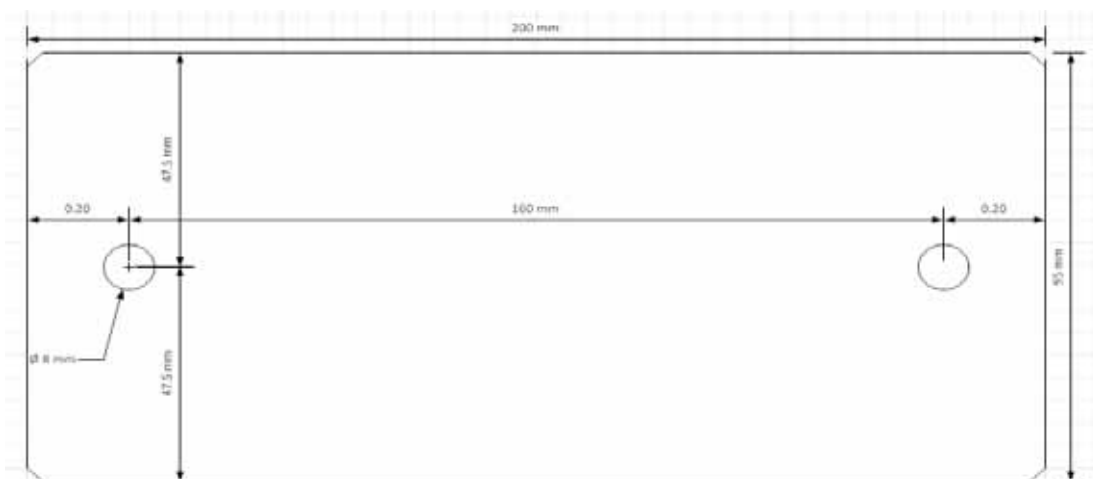
- i) All Entrants, Drivers, Second Drivers and Navigators must hold a current competition licence valid for the event. These licences must be presented at documentation
- ii)
 - a) To obtain a National Competition Licence competitors will have to have competed in and be classified as a finisher in a minimum of two Regional Off Road Racing events and have had their licence signed by the Clerk Of the Course. A National Licence may be issued without the above qualifications if the competitor has competed at National level in other Motorsport disciplines and it has been approved by the President of the Off Road Commission.
 - b) Competitors must provide proof that first aid training has been undertaken with the Commission appointed Medical supplier prior to obtaining or renewing their competition licence.
- iii) Where the entrant of a vehicle is not a member of the vehicle's crew an Entrant's licence must be obtained from MSA prior to submission of the entry form. Failing this the entrant's name will not be published in any documentation for the event.
- iv) Competitors aged 14 to 16 years of age may only obtain a competition licence endorsed for Navigational purposes. Competitors aged 17 and older in possession of a learners or driver's licence may be issued with a competition licence permitting the competitor to drive a vehicle failing which licences must be endorsed for Navigation only. Any competitor in possession of a licence endorsed as a navigator may however drive a vehicle on private property if such conduct is authorized by MSA and or the relevant Commission President.
- v) **Crew:**
 - a) The persons carried in the vehicle are deemed to be its crew. The crew may consist of a nominated driver and/or second driver, and a navigator. This must be clearly indicated on the entry form on entering. The driver who will be driving the prologue must be clearly indicated on the entry form for seeding purposes.
 - b) Only the nominated driver, second driver or navigator may drive or be inside a vehicle during a competitive section except when rendering assistance in terms of SSR 311. Any competitor who will be in control of a vehicle during an event must be in possession of a valid provincial driver's licence for the type of vehicle entered (refer GCR 172 (ii)).
This applies to **ALL** events held on, or which traverse public roads. Provincial driver's licences must be presented at documentation.
 - c) Should the Supplementary Regulations permit a change of crew/vehicle (refer GCR 99 (vii)) such change may only be permitted prior to the crew having completed documentation.
 - d) Where the crew includes a second driver, a crew change may only be made at the designated service point or before the start of the days racing. The Clerk of the Course must be informed in writing prior to documentation when the change of driver is to take place.
The driver who completes the prologue must also drive the first part of the main race. In the case of two nominated drivers, each will score half points in both the class and overall championships. The navigator must complete the entire event in order to score championship points.

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- e) A driver and/or second driver may only be nominated as the driver and/or second driver for one vehicle during an event.
- vi) All competitors must have submitted properly completed entry forms.
NOTE! FOR NATIONAL CHAMPIONSHIP AND NATIONAL NON-CHAMPIONSHIP EVENTS: Entries must close fourteen (14) days prior to the event. Late entries must close seven (7) days prior to the event. Late entries will only be accepted on payment of twice the set entry fee and a list of late entries must be posted on the official notice board. The restriction of the number of entries must be equal between the categories. An entry will only be accepted when completed in full and proof of payment is supplied by the Entrant before the close of entries as per the event SR's.
- vii) a) All competitors are to wear crash helmets whilst racing. Only motorsport type crash helmets manufactured within 5 years of the event date will be permitted. These will be checked at pre and /or post event scrutineering. Crash helmets must be in good condition and not show any sign of damage, cracking, worn webbing etc. Helmets may **ONLY** be removed whilst the vehicle is stationary and the motor is switched off.
Safety harnesses are to be worn by all competitors properly fastened at all times whilst the vehicle is moving.
b) During all competitive sections crew members must wear protective clothing from ankles to neck to wrists with a minimum standard of a one piece (non-synthetic) overall.
c) It is compulsory that all competitors in national races wear a recognised neck restraint device for classes SP, A and P. For Classes D, E and B, it is strongly recommended that all competitors wear a recognised neck restraint device. It will become compulsory for classes D, E and B from 2014.
- viii) All vehicles are to carry at least one litre of drinking fluid per crew member at the start of each day's racing.
- ix) All vehicles are to be equipped with a first aid kit, which shall contain a minimum of the following.
 - 1 x Space blanket (per crew member)
 - 1 x Triangular bandage
 - 1 x 50mm x 70mm First Aid dressing pad
 - 1 x 50mm x 200mm First Aid dressing pad
 - 1 x 8cm Stretch bandage
 - 4 x Band Aid type strips
 - 4 x Neatseal type plasters (2 x large, 2 x small)The First Aid kit shall be clean, in good condition and not more than 2 years old.
- x) The use of an APPROVED GARMIN GPS device will be compulsory at all events. No competitor may start an event without an approved operational GPS device fitted to the vehicle.
 - a) The system will allow for a download of the route.
 - b) On arrival at the start line, competitors will be required to zero the machine.
 - c) At the end of the event or day's racing, competitors will be required to show the relevant officials the sheer distance covered. Competitors will be required to acknowledge and sign off distances.
 - d) The Clerk of the Course will be empowered to compare distances and if required, will be empowered to download information from a competitor's GPS. Route deviations penalty, Refer SSR 318 A iii) d) and v) g)
 - e) The Commission will under separate cover provide guidelines to all competitors to assist in the use of the approved GPS systems.
 - f) A levy of R500.00 will be charged for those competitors requesting post-event GPS downloads.
 - g) It is the responsibility of the crew to ensure that the GPS has been activated before taking part in either the prologue or the main racing sections. The same applies for the downloading of the GPS after the prologue or main racing sections.
 - h) The following are minimum requirements that a GPS unit must comply with:
 - 1. Must be Garmin technology
 - 2. Must be able to load custom maps onto a SD or Proprietary Garmin Data Card, SD, Micro SD and Garmin Data cards – **Must be clearly marked with competitor number in**

black ink on white sticker.

3. Must be able to record track logs, with a minimum of 5000 points, 10000 preferred
 4. Must be IPX7 rated (can handle wetness but not submersion)
 5. Ideally should take an external antenna, which should be mounted on the top of the vehicle, with the cabling safely routed and protected. Units which do not have external antenna capability should be mounted as much into the open as possible in order to get the best possible satellite coverage.
 6. Power to any unit should be direct, via Dual Fuses (positive and negative lines) from the battery.
- i) Vehicles are to be available to GPS and other start officials a minimum of 30 minutes prior to designated starting time. Ref 310 i). All navigators to remain with their vehicle, GPS unit powered ON until such time as GPS officials have completed their tasks
- xi) **Timing System**
- a) Each vehicle must have fitted a mounting plate for the timing system.
 - b) This plate must conform to the following specifications (refer diagram below)
 Plate material is aluminium, 6mm thick, 95mm wide, 200mm long
 Two M8 x 25mm, press studs, must protrude with threads up and flush on the bottom.
 Bolts are to be centred along the long axis
 160mm centre to centre



- c) Must have at least 100mm clearance over the top of the studs.
- d) Must be mounted in FRONT portion of the vehicle, such that any official accessing, working on, checking or otherwise being involved with the device can be clearly seen by both driver and navigator.
- e) Cannot be surrounded by an excess of metal
- f) May not under any circumstances be mounted near any moving, hot, sharp or otherwise dangerous parts of the vehicle. ie. May not be in, around, on, under, or in close proximity to the engine, exhaust, fans etc.
- g) Suggested locations for
 - **Production vehicles**
 On the dash area, but only if it does not impede the vision of the driver or navigator.
 On the centre console between driver and navigator.
 - **Special vehicles**
 On the dash area, but only if it does not impede the vision of the driver or navigator.
 Under the bonnet area, provide bonnet is plastic, carbon fibre or fibreglass.
- METAL BLOCKS SIGNALS** - that is ANY metal – steel, alu, brass, copper, etc.
 Under the roof flap – provided again that the roof flap is not metal.
- h) Regardless of suggestions above, if insufficient signal is available to the device, officials will

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work with competitor to find alternative locations for the device.

- i) Officials must be able to access the device without need for clambering over, in, on, under or around vehicle. ie: it must be safe and easily accessible.
- j) Actual timing device will be mounted by officials during the line-up for the prologue. The device will then only be removed, under normal circumstances, at the end of the event, or when the competitor retires from the event.
- k) It is the responsibility of the competitor to ensure that the device is
 - Not damaged during servicing of the vehicle
 - Is not opened or removed for the duration of the event
 - Is returned back to officials at the end of the event (when you download GPS unit, collected Incident Form)
 - Penalty for wilful damage, not returning refer SSR 318 A xi) b)
 - Penalty for turning off, or otherwise interfering with the operation of the unit. Refer SSR 318 A vi) b)

301. ELIGIBILITY OF VEHICLES

- i) All vehicles must display advertising decals supplied by the overall championship and the event sponsors. Refer to GCR 246 (iii), which makes it a condition of entry to display the sponsors' advertising material. Vehicle and competitors who do not comply with the following provisions (a-l) will not be passed by the Scrutineers.
These decals must be displayed as detailed below. Any application for an exemption from this regulation must be made to the Technical Consultant who will make a ruling in consultation with the sponsor's representative and the relevant category's drivers' representative.
 - a) **Number Panel (Large):**
The overall championship sponsor's number panel, as supplied, will be prominently displayed on each side of the vehicle and on the roof of the vehicle as per the diagram contained in clause (l) of this article.
 - b) **Number Panel (Small):**
The overall championship sponsor's number panel, as supplied, to be displayed on the bonnet of the vehicle as per the diagram contained in clause (l) of this article.
 - c) **Event Sponsor's Decal:**
Space must be provided on the side of the vehicle for the Event Sponsor's Decal and must be as prominent as that of the Overall Sponsors.
 - d) **Windscreen/Visor Decal:**
The overall championship sponsor's windscreen/visor panel, as supplied, to be displayed on the backing decal supplied on the top of the windscreen of all Production Vehicles and on the top of the visor of all Special Vehicles. This decal may be trimmed to fit the profile of the windscreen or visor, but must occupy 100% of the area.
 - e) **Racecam Decal/Plate:**
One Racecam decal or ABS plastic plate as supplied, to be displayed on the dashboard of all competition vehicles. The position of the decal or plate to be determined by the Racecam technician at the time of the Racecam installation. (Applicable only if provided by the event organizers)
 - f) **Service Decal:**
Two overall championship sponsor's decals, as supplied, to be attached one on each side of the service vehicle/s as per the diagram contained in clause (l) of this article.
 - g) **Cloth Badge:**
One overall sponsor's cloth badge to be sewn on the left hand side of the chest, 10cm below the shoulder, of racing suits worn by all competitors.
 - h) **Television Broadcaster's Decal:**
Two television broadcaster's decals, as supplied, to be displayed prominently, one on each side of all competition vehicles. (Applicable only if provided by the event organizers).
 - i) **Website Sponsor's Decal:**
Two website sponsor's decals, as supplied, to be displayed prominently, one on each side

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of all competition vehicles. (Applicable only if provided by the event organizers).

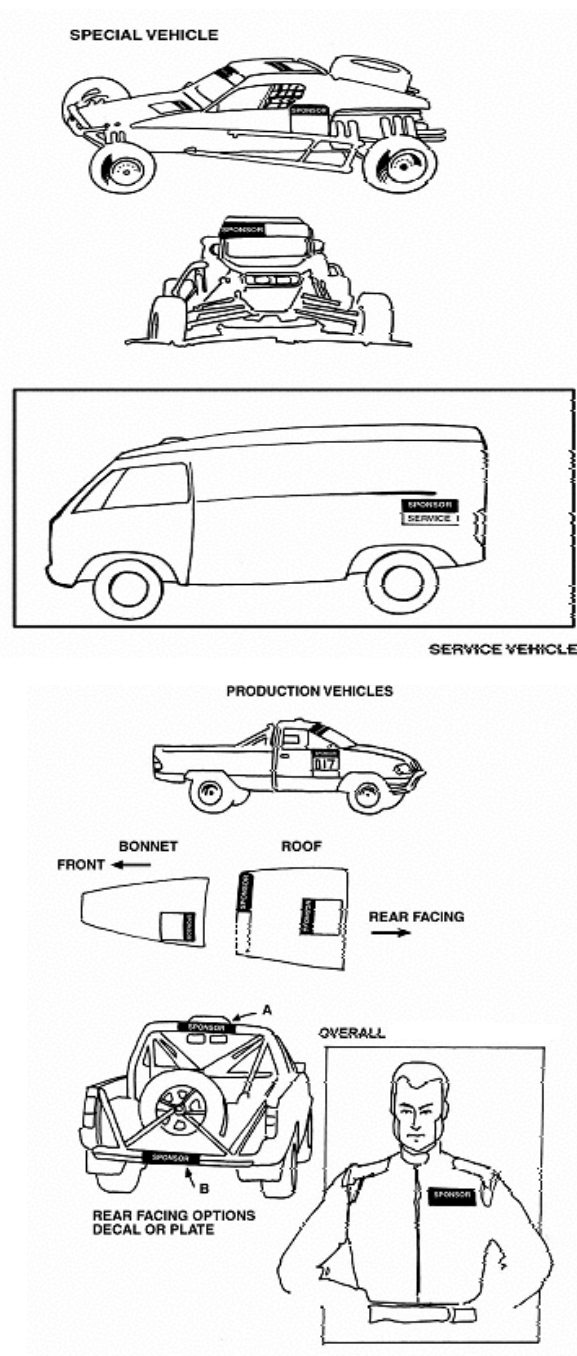
j) **Supply of Decals:**

All overall championship, television broadcaster, website sponsor and individual event sponsors' decals will be supplied to competitors free of charge at national championship events.

k) **Competitor's Name**

A Competitor's name must appear on the crash helmet.

l) **Diagrams:**



- ii) All vehicles must display advertising decals supplied by the individual event sponsor/s. Refer to GCR 246 (iii), which makes it a condition of entry to display the sponsor's advertising material. These decals must be displayed in a prominent position. The Technical Consultant

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in consultation with the drivers' representatives will establish all areas on the vehicle where the relevant sponsor's decals will be positioned. Vehicle and competitors who do not comply with the provisions of (i) above will not be passed by the Scrutineers. Competitors must ensure that the decals and all advertising material from previous events has been removed.

- iii) All vehicles must bear MSA allocated competition numbers on the number panels as detailed in clause (i) of this regulation. These numbers must be black on a white background and have a minimum dimension of 200mm x 130mm with a 30mm stroke width per digit. A further competition number with a minimum height of 75mm must be affixed to the number panel on the vehicle's bonnet. Competitors are to obtain their annual competition number from **SANORA** on (011) 462-6243 prior to entering an event. Vehicle which do not comply with the this provisions will not be passed by the Scrutineers.
- iv) All vehicles must carry two warning triangles and two medical warning boards in compliance with MSA's specifications for the duration of the event. Penalty refer SSR 318 A v) d).

GENERAL CONDITIONS APPLICABLE TO ALL OFF ROAD CAR RACING EVENTS

302. ROUTE MARKING

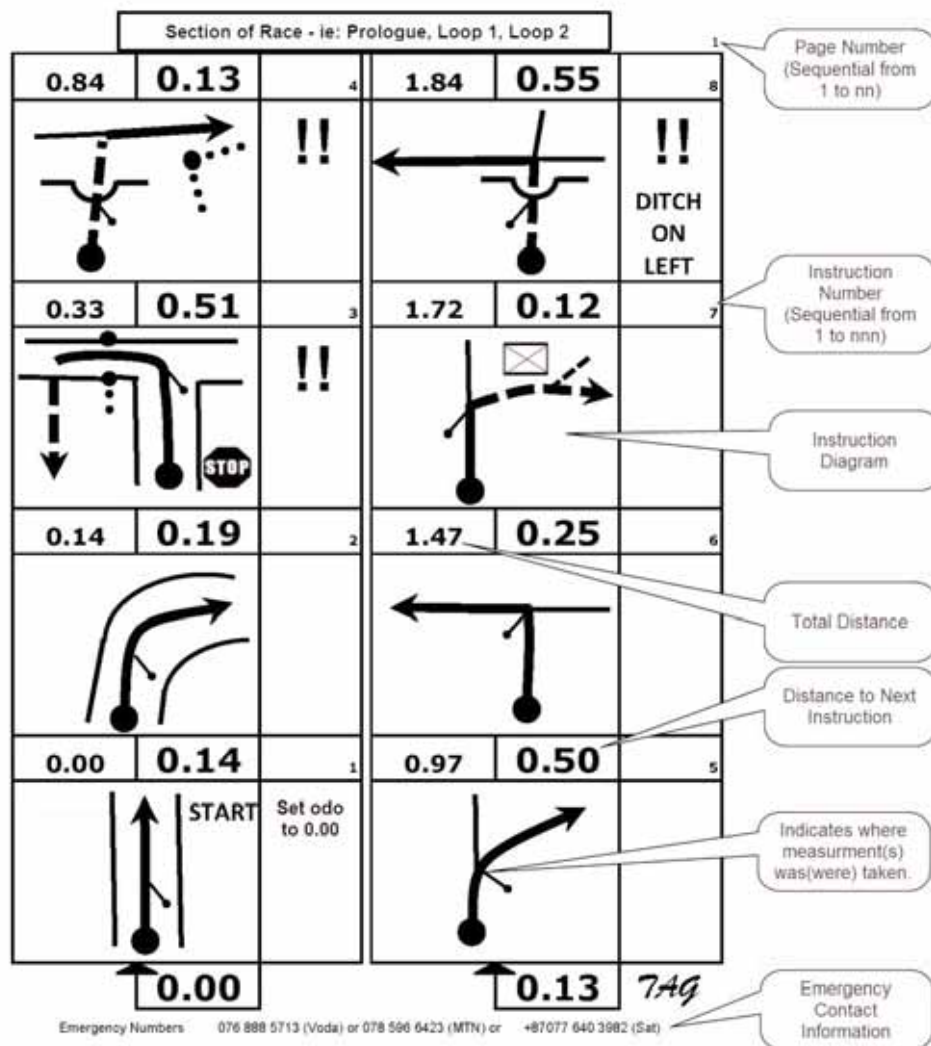
- i) The route shall be planned in such a way that the average speed of the leader, under ideal conditions, should endeavour not to exceed 70 km/h for the event.
- ii) A "Measured Kilometre", using the same odometer and vehicle as used to measure the event, should be placed as close to the start venue as possible and the location published on the Official Notice Board.
Route Marking will adhere to the following standards:
- iii) All route marking must be done with red "Day-Glo" markers – one colour must be used for the entire event unless exceptional circumstances dictate otherwise.
- iv) Each marker must present a face of at least 100mm x 100mm to competitors.
- v) Route marking must only be placed on the left hand side of the track except where a turn is indicated where the following will apply:
 - a) **Single Confirmation Markers:** These should be placed at intervals along the left hand side of the route. A confirmation marker must be placed within site of the intersection. If the route is not obvious, confirmation markers must be placed within sight of one another. If routes run close together in opposite directions, a marshal and/or bunting is required. "Day-Glo" markers facing competitors from the outgoing route should be sprayed black or positioned in such a way that they are not visible to the oncoming competitors.
- vi) Should there be a change from the above, such as the route being run in reverse, the confirmation markers will be on the right hand side.
- vii) Danger boards should only be used where a dangerous or extreme change in terrain takes place without warning. Danger boards should have a minimum size of 400mm x 600mm high with an exclamation mark, and should be erected approximately 100m before the hazard. A Chevron (see SSR 306 iii.e) or a "Xmas Tree" out of barrier tape or "Day-Glo" markers must be at the actual danger point. Where the route comes to a T-junction at which there is barbed wire or game fencing this fencing should be clearly marked with barrier tape indicating the direction of the turn.
- viii) Where the obvious road is not a continuation of the route, green "no go" marking should be introduced if at all possible.
- ix) When laying out the route the organisers should be conscious of providing overtaking opportunities.
- x) The first 50m from the start and the last 50m to the finish are to be bunted/fenced to keep spectators off the route. Marshals are to be present at the start/finish to ensure good crowd control.
- xi) Where the terrain does not allow for the above type of marking (e.g. rocky, mountainous terrain devoid of vegetation) the route may be marked with painted "Day-Glo" directional arrows and non-directional "Day-Glo" paint spots onto fixed objects. Only biodegradable paints should be used.

303. ROUTE

- i) The route shall preferably have a minimum of two (2) laps and a duration of at least six (6) hours of racing time. A tolerance of 10% may be allowed, dependent on available terrain.
- ii) The minimum distance for national championship events is 400km (with a 10% per cent variance permitted) including any prologue.
- iii) The prologue shall consist of a minimum distance of 50 kilometres and a maximum of 60 kilometres.

































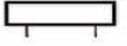









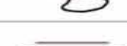








304. ROAD BOOKS

- i) All competitors will be issued with an online route schedule which shall be definitive (route schedules will take preference over the route marking, but must correspond with the route marking).
Route Schedule will be available for down-load from the SANORA website after 9h00 on the Wednesday prior to the event.
Route schedules must be of uniform format as shown below. Organisers are requested to mark district roads on the route schedule where the route follows a district road.
- ii) **All "STOPS" at road/railway crossings and district roads (Public Roads) as well as EXTREME change to terrain (Danger Marking) must be shown on the route schedule.**
- iii) **Instructions on each page must be numbered sequentially.** All pages of the route



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- iv) All of these legends/text should be clearly legible and be at least 5mm in height.
Where the diagram contains more than one corner or item a short line with a dot on the end should indicate the point on the diagram to which the distance applies.

	Route direction pointing in direction of travel		1 Danger
	Main tar road		2 Danger
	Dirt road		3 Danger
	Bush trail		EXTREME CAUTION! DEAD SLOW RECOMMENDED
	Dip		Continuous instruction
	Bump		Finish
	Contour		Start
	Step down (line 5pt)		Designated service point
	Step up		Spectator point as per map
	Steep Down hill/Sleep up hill		Narrow
	Road crossing		Left
	Donga / DROP OFF		Right
	Above bridge, below bridge		Left/Right
	Crops		Route twisty
	Fence		Bumpy road
	Contour		Windmill
	Signage/Landmarks		Railway line
	Gate		Tree
	Flying Finish)		Stop
	Dry river		Tower
	River with water / depth shown		House / Building
	Rocks		Post
	Cattle grid		Dam / Water
	Hole		Pylon
	Narrow Bridge		Wooden Pylon
			Drift

305. ROUTE DIRECTION AND ROUTE DEVIATION

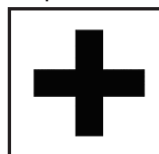
- i) No competitor may drive on the route in a direction which opposes the flow of competitors driving in the direction stipulated on the route schedule.
A competitor may only leave the designated route when circumnavigating an obstruction or when overtaking, this must be done by staying as close to the route as indicated on the Route Schedule. Refer SSR 318 A iii) d) and v) g)
- ii) Deviation shall be deemed as having taken place when either an advantage in distance or time has been gained by such deviation. Ref 318 Aiii) d) and v) g)

306. CONTROLS

- i) **Timing Controls:**
These will be identified by control boards, and competitors will be required to stop at them. Timing will be done on official clocks, and the competitor’s time of arrival will be recorded by the official on the sequence sheet. The time will be recorded in hours, minutes and seconds. A flying finish must operate at the end of the Time Trial or at the end of each controlled racing section.
- ii) **Procedure at Timing Controls:**
The controlled area at all controls will be determined by two sets of control boards. The first pair (one on either side of the track) will indicate the start of the control area. The second pair will be stop signs where the competitor will be required to stop and will delimit the end of the control area. No overtaking is permitted within this controlled area. When a competitor has stopped at a control official and another competitor approaches, the second competitor may not pull up alongside the stationary competitor but should wait for the control official to complete all formalities with the first competitor. No waiting time will be allowed. For non-compliance to these conditions refer to SSR 318 A v) e).
- iii) **Standard Signs to be used on National Championship Events:**
 - a) **Light Check:** Round signs on white ABS plastic 300mm in diameter. “Light Check” in red lettering with “OK” in green lettering printed on the reverse side in such a way that, when the board is turned over, the letters must be the right way up. This board will be mounted on a pole of not less than 1m in length, so that the marshal can hold it out in front of a competitor. Where possible these light checks should be situated at road crossings.



- b) **Crossing:** Black cross on a white background. This sign should be placed on a board with a minimum dimension of 600mm wide x 600mm high (suggested material “Corraplas”). This should be placed 200m or 200 paces before the road crossing.



- c) **Marshal:** Black on a white background. This sign should be placed on a board with a minimum dimension of 600mm wide x 600mm high (suggested material “Corraplas”). This board should be placed 50m before a marshal point. A stop board should be placed at the marshal point.



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- d) **Danger:** Black on a white background. This should be placed on a board with a minimum dimension of 600mm wide x 600mm high (suggested material “Corraplas”). This board should be displayed 100m before a road crossing, marshal point, refuel or service area and extreme change of terrain.



- e) **Extreme Change of Terrain:** Red on white chevron pointing downward, with a minimum dimension of 300mm wide x 500mm high.



- f) **Stop Sign:** White on red background. Hexagonal shaped with a minimum dimension of 300mm wide x 300mm high. This sign should be placed on a board with a minimum dimension of 600mm wide x 600mm high. This board should be placed at road crossings and marshal points.



- g) **Speed Controls:** All speed controls within a racing section will be indicated by a “Danger” warning board followed 100 meters thereafter by a “Stop Sign” with the words “Speed Limit” attached below. The de limitation of the Speed limit will be indicated by a “Speed Limit” with a diagonal line through it. There will only be one speed limit which is 60 kph. The penalty for exceeding this speed limit is 15mins. No overtaking of race vehicles (except those stationery) is permitted. Refer 318 A vii) c) 60-minute penalty.

307. CLASSIFICATION AND TIME BARS

- i) a) In order to be classified as a finisher of an event a competitor must complete the full distance of the event, (as specified in the Supplementary Regulations / Final Instructions or any other official notice published by the organisers), excluding the Prologue (refer SSR 314 i)
- b) within the time provided and under its own power.
- c) The winner will be declared on the shortest racing time including penalties. For a dead heat the competitor who finished the prologue in the higher position will be declared the winner.
- i) **Time Bar:**
The time bar will be advised at the time of posting the Prologue results for the exclusion of slower competitors at the finish (as stipulated in the Supplementary Regulations, Final Instructions or any other Official Notice published by the organisers) is recommended to be three (3) hours after the leading competitor finishes the event. This time bar may be changed at the request of the COC of the event.
- iii) **Midway Point/DSP Time Bar:**
The time bar for the exclusion of slower competitors when exiting the Designated Service Area will be published in the Supplementary Regulations.
- iv) **Imposition of Penalties:**
Penalties shall be added at the end of that day’s racing results. In other words penalties incurred on the prologue shall be applied on the results of the prologue and so on for each day’s racing section.

308. DISTRICT ROADS

- i) Where the route of an event follows a district road for more than one (1) kilometer and this road has not been closed to normal traffic, competitors will be decontrolled and given an adequate time allowance that will allow them to complete this section whilst obeying all normal traffic rules. Competitors will be re-started in the same position and at the same time intervals as they arrived at the beginning of the de-controlled section. No servicing will be allowed in the de-controlled section Any competitor arriving at the end of a de-controlled section before his allocated start time will only be re-started at his allocated start time. Any competitor arriving at the end of a de-controlled section after his allocated start time will be re-started at such time and sequence determined by the control official. No allowance will be made for any waiting time incurred by such a competitor.

309. ROAD/RAILWAY CROSSINGS

- i) Where the route crosses a road or railway line, a board with a black cross on a white background must be erected 200m or 200 paces before the district road or railway line. A stop sign must be erected at the edge of the road or railway line and must be visible to competitors allowing sufficient space to stop. It is compulsory to stop at this intersection under pain of the specified penalty (SSR 318 A iv) b) and competitors must ascertain whether it is safe to cross the road or railway line before proceeding. Organisers must ensure that all Stops are shown in the Route Schedule. Competitors are required to Stop whether the Stop Signs are present or not. Competitors who ignore the instruction in the Route Schedule will carry the same penalty as if the Stop Boards were in place. A stop is defined as a vehicle being stationary.

310. PRE- AND POST-RACE PADDOCK AND PARC FERMÉ

- i) **Pre-Race Paddock:**
Competitors must personally present their competition vehicles into a Pre-Race line up a minimum of thirty (30) minutes prior to their allocated start time. Competitors not in the Pre-Race line up will start at the back of the field as determined by the Start Officials. Competitors who do not conform will receive a 5 minute penalty. SSR 318.A iii) f) refers. Additionally, should it not be possible to move the competitor up to his/her correct starting position, they will be started at the back of the field. No time compensation will be given, and 5 minute penalty still applies.”
- ii) **Parc Fermé:**
There will be a post-race parc fermé at the finish of the event, into which all competition vehicles must be placed. Release of this paddock will be subject to the discretion of the Clerk of the Course but will not take place earlier than one hour after the leading vehicle has completed the event. GCR 252 i) ii) iii) are applicable.
- iii) At the end of each racing section there will be an impound for the purpose of GPS download and any technical check which may be required. Ref SSR 318 A viii l)
- iv) Parc Ferme will be restricted only to competitor vehicles. GPS download will be based at the entrance to Parc Ferme. Only officials directly involved with Parc Ferme such as Control marshals, GPS staff, Scrutineers, camera crew and MSA appointed officials may enter Parc Ferme.

311. SERVICE CREWS/OUTSIDE ASSISTANCE

- i) Passing information to or from the vehicle is permitted, provided that in doing so the passing of information does not create a situation which interferes with the passage of other competitors and / or the control of a point.
- ii) Servicing and assistance is only permitted at the Designated Service Point/s or where specifically permitted by means of an Official Notice.
- iii) The crew, using solely the equipment on board with no external physical assistance, may perform service on the competing vehicle at any time, other than where this is specifically prohibited. The servicing of vehicles within a control area is strictly prohibited and the

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- vehicle must first be pushed out of the control area and may then be serviced.
- iv) A competition vehicle causing an obstruction or stuck may be removed with outside assistance or by another active competitor only to such a point where the route is clear and safe passage has been obtained or the vehicle has been freed. No competing vehicle may be towed by any competitor on the route for any distance other than to remove and clear to safety. Competitor crew and or personnel related to the crew/entry are reminded that their assistance remains locked in SSR 311 ii) Corrected time will not apply for assistance other than for medical/incident or accident related.
 - v) Notwithstanding the above, in the event of an accident in which the crew are endangered, outside assistance may be given by a third party. The Clerk of the Course will be empowered to investigate such assistance and take appropriate action where deemed necessary.

312. PRE-RACE PRACTISING

- i) An entry from a competitor who has been found to have practiced over or in the vicinity of the route at any time during the sixty (60) days preceding the event will not be accepted. The foregoing, however, does not apply to legitimate participation in an event which may cross or use sections of the route within sixty (60) days preceding the event. All decisions in this respect shall be referred to the Clerk of the Course.

313. YELLOW/WHITE LIGHT

- i) Organisers are required to have a minimum of two (2) check points on the main racing section/s of an event to check that yellow/white lights on competition vehicles are operational. The first check point must be situated within the first third of the lap and the second check point must be sited within the last third of the lap. In addition, the organiser must have a light checkpoint on the prologue. Refer SSR 318 A v) a) viii) q).

314. STARTING ORDER

- i) **National Championship and National Non-Championship Events**
 - a) **Prologue:** The Prologue for a national championship / national non-championship event will be run in conjunction with the seeding system and starting order established by the President and the Official Commission Scorer of the MSA Off Road Car Racing. The objective of the starting order is to provide a safe and fair chance to every competitor competing in the prologue. There will be a draw to determine the starting order of the first five (5) positions for Production and Special Vehicles. The gap between the competitors for the start of the Prologue will be a minimum of two (2) minutes, with a minimum of 5minutes between every group of 10 competitors starting. The first group of vehicles starting the prologue will alternate between Production and Special Vehicles, Competitors who do not start the Prologue at the allocated time will be started behind the last competitor at a time determined by the start official and will have a fifteen (15) minute penalty added to their Prologue time.
 - b) **Main Racing Section:** The starting order for the second day's racing section will be determined by the sequence and time established in the Prologue. The fastest competitor in the Prologue will start the Racing Section first, followed by the remainder of the competitors who will be started in the sequence and at the time intervals established in the Prologue. Competitors who are more than thirty (30) minutes slower than the leader in the Prologue will be started in a mass start. Competitors who do not start the Main Racing Section at the allocated time will be started in the mass start behind the last competitor at a time determined by the Start Official and will have a fifteen (15) minute penalty added to their time for the Main Racing Section. Competitors who are more than 1.5 times slower than the leading competitor in their class will be deemed non-finishers of the Prologue. They,

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together with any competitors who started, but did not finish the Prologue, will be allocated a time of 1.5 times slower than the leading competitor in their class. Competitors who do not start the Prologue will be allocated a time 2 times slower than the leading competitors in their class for the Prologue. Should there be no finishers within a class the time allocated will then be based on the time of the leading competitor in the next lowest class within the relevant category.

- c) **Mass Start:** Competitors who are thirty (30) minutes slower than the leading competitor or who are deemed to be non-finishers or non-starters of the Prologue will be started in the mass start in a sequence in accordance with the seeding system provided by the Off Road Car Racing Commission. Competitors in the mass start will be started at thirty (30) second intervals.
- ii) The starting order for regional or club events where no prologue is held will be based on the championship standings of the relevant regional or club championship or in an order determined by the Clerk of the Course at his discretion.

315. OVERTAKING / SCREAMERS

- i) Overtaking of fellow competitors must always be done to the right of the vehicle being overtaken unless exceptional circumstances do not permit this.
- ii) The fitting and use of an MSA Off Road Commission approved "Vehicle Proximity Warning Unit" (2009) version) is compulsory for all national championship events with immediate effect.
- iii) Approved units will come complete with installation instructions and operating instructions which must be read and followed.
- iv) **Basic Operation**
The unit should only be switched on 30 seconds before the competitor is 'flagged' off from the start line. The unit will not show any indication of being on, other than the position of the switch. The unit may be tested for function by the competitor, once it has been turned on, by pressing the 'passing activation button', in which case the unit will show red on the l.e.d. light. The unit has a range of approximately 60 metres so that at any time during a race, a competitor is within 60 metres of another competitor, both vehicles will automatically show green on their l.e.d. lights. If the following (faster) competitor wishes to pass the leading competitor (slower), he will press his passing activation button. The pressing of this button will show a flashing red in the lead car, and a fixed red light (l.e.d.) in the follow car, while the button is depressed. Once the lead (slower) vehicle's crew sees the flashing red light, it is the driver's obligation to move over to the left and allow the faster competitor to pass to the right.
- v) Details of any competitor/competitors who fail to allow overtaking when signaled to do so, must be reported to the Clerk of the Course on an Incident Report Form. Competitors are advised that the GPS tracking systems logs information that will verify as necessary, the details of incident reports.
- vi) Proximity warning units can be tested by the organisers at any point on the route, during a race, without interfering with the progress of the competitor.

316. REFUEL

- i) Refuel points shall be a maximum of 280kms apart.
- ii) The driver and Navigator may remain seated in the vehicle during the refuelling process provided that:
 - a) The engine has been switched off and remains switched off throughout the refuelling process.
 - b) The doors and/or roof lid (whichever is applicable) are open throughout the refuelling process.
 - c) The driver and Navigator's safety harnesses are unbuckled throughout the refuelling process.
 - d) One crew member, equipped with a fire extinguisher, is positioned on the driver's side

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of the vehicle and another crew member, also equipped with a fire extinguisher is positioned on the Navigator's side of the vehicle throughout the refuelling process. These two crew members may not perform any other task until the refuelling process is complete.

- e) The fire extinguishers used during the refuelling process shall have a minimum capacity of 2.5 kg each. MSA will accept the Stryker product as an extinguisher to be used in all vehicles. The provision being that the Stryker product matches the capacity of the conventional extinguisher. For example a 2,5 kg conventional extinguisher would be the equivalent of a 13B Stryker or similar.
- iii) The organisers must appoint a Safety Officer who will observe the refuel procedure and who may report any infringements on the refuelling regulations to the Clerk of the Course for disciplinary action
- iv) Every pit exit will be manned by a marshal whose duties amongst others will be to check that the safety harnesses of all crew are correctly fastened
- v) Empty fuel drums must be removed from the refuel area / DSP by the competitor's service crews. Art.18 of the MSA Environmental Code refers. Failure to comply with this requirement will result in a fine as detailed in SSR 318 A x) f).

317. ACCIDENTS/INCIDENTS/RETIREMENTS

i) **Injuries:**

In the event of anyone being injured, competitors are obliged to stop and render whatever assistance may be needed. In the case of a serious injury

DO NOT move the injured person unless he/she is in a dangerous position. THE NEXT MARSHAL MUST BE INFORMED AS SOON AS POSSIBLE IN ORDER TO SUMMON ASSISTANCE, PLEASE GIVE THE MARSHAL THE INJURED PERSON'S LOCATION, NAME (WHERE POSSIBLE) AND COMPETITION NUMBER (WHERE APPLICABLE). WHEN AN AMBULANCE IS ENCOUNTERED ON THE ROUTE IT HAS THE RIGHT OF WAY AT ALL TIMES.

A second Medical "Board" which will be of a cloth nature and with eyelets in each corner must be carried in the vehicle. This must be attached to the top of the stationary vehicle so that it is visible from overhead. This is to help with possible aerial evacuation or assistance been given. Obviously the same penalty of R1000 will apply for not complying with this.

ii) **Use of the Medical Warning Board:**

- a) Should any competitor stop due to being involved in an accident whilst on the route being used for an event, the 2 medical warning board together with a warning triangle must be displayed. This also applies to any vehicle stopped on the side of the route due to mechanical or any other failure. Competitors are reminded of the importance of displaying the OK board when they are stopped and thereby ensuring that the status of the "stop" is clear to all concerned.
- b) Should medical assistance be required, the medical warning board must be displayed in such a manner that the red cross is clearly visible to oncoming competitors, preferably at eye-level. Care must be exercised to ensure that the correct side of the board is displayed to oncoming competitors. While the medical warning board is displayed in such a manner that the first competitor arriving on the scene of an accident must stop and render assistance, however, should this not be possible you must display the distress sign by holding both hands in triangular shape above your head and jump up and down to attract on coming competitors attention.
- c) Should a competitor happen upon the scene of an accident/vehicle stopped at the side of the route where no medical warning board is displayed, it must be assumed that the injuries are of such a nature that the competitors concerned are seriously injured and unable to display the medical warning board. Assistance must be immediately rendered. Should further assistance from other competitors be required, the competitors of the vehicle rendering the initial assistance must display their medical

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warning board with the red cross clearly visible to oncoming competitors. Should no further assistance be required, the green "O" or "OK" should be displayed. Once the injured competitors have been assisted their medical warning board should be displayed with the green "O" or "OK" clearly visible to oncoming competitors until such time as the vehicle has been removed from the route.

- d) Following an accident or where a vehicle is stopped at the side of the route and no assistance is required, the green "O" or "OK" must be clearly displayed to oncoming competitors until such time as the vehicle has been removed from the route.
- e) Competitors who fail to stop on arriving at the scene of an accident, where no medical warning board is displayed or where the red cross is displayed, are guilty of contravening the regulations and will be excluded as per SSR 318 A viii) n).
- f) Competitors who are not injured and who leave a vehicle on the route and fail to display the green "O" or "OK" shall be subject to a fine as per SSR 318 A x) g).
- g) Misuse of the medical warning board will be treated as a serious offence and will be dealt with accordingly.
- h) Competitors who render assistance, may be compensated for the time they have spent at the scene using information from their GPS and other electronic recording devices. Should electronic information not be available for whatever reason, the time compensated will be calculated by taking interval to another competitor most closely matched in speed at various controls. Eg. if the competitor is running at roughly the same speed as another competitor, it can be reasonably assumed that the time gap between them would have remained the same at the next control, and the difference between the expected time and the actual time to be returned to them.

A competitor who is involved in an accident where medical assistance is required by that vehicles crew and is then able to continue racing may not claim time compensation.

iii) **Incident Report Forms:**

Competitors will be issued an Incident Form by GPS Officials, after each days racing (Prologue, Day 1, Day 2) once they have presented their GPS for download and returned any timing equipment on completion of the day. This form will be signed by the GPS official, and handed to the competitor who will then proceed to documentation for the rest of the procedures required.

Competitors who retire from the event, must still present GPS for download, and return timing equipment to GPS Officials who will then issue the incident form.

Any incidents involving any person or property must be recorded on this form. Should a competitor fail to report any incident involving damage to a person or property on this form, that competitor may be reported to the Stewards of the Meeting and a fine as per SSR 318 A x) a) . In particular competitors who fail to notify the organisers of any damaged/broken fences/gates/CROPS so that the necessary repairs may be carried out.

Should a competitor not be able to present the GPS or return the timing equipment before the end of the event due to a vehicle not yet recovered back to DSP, then the onus is on the competitor to make arrangements with GPS officials BEFORE the end of the event to get the GPS data and return the timing equipment ASAP.

iv) Any competitor retiring from the event should notify race control as soon as possible.

This can be done in a number of ways.

- a) Advise the nearest radio marshal / marshal / official – ask them to relay this to race control.
- b) Call the secretary of the event and advise her/him that you are retiring
- c) Report immediately to GPS download on return to DSP
- d) Information to be reported is:
 - Competitor Number
 - Need assistance getting back or can make it back on own
 - Reason why retiring
- e) Any competitor who fails to notify race officials by means of the incident report form

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- within one (1) hour of returning to DSP will be subject to SSR 318.A x)a)b) & c)
- f) If unable to return to DSP before the end of the racing section, the onus is on the competitor to have a team member come to race officials and report this fact. They are also to arrange with GPS Officials for return of any equipment and GPS download information outstanding.

318. PENALTIES

A. The following penalties will be imposed by the Clerk of the Course, and where such penalties are applied, it shall not be necessary to hold a hearing with competitors in terms of GCR 175.

- i)
 - a) Should a competitor arrive at the start of any racing section or de-control or re-start after his allocated start time, as published he will be started at a time determined by the start official so as not to disadvantage any other competitor. He will not receive any time allowance for the time that he is late for his start nor for any time that he is kept waiting.
 - b) For not reporting to Prologue Start Line-up 30 minutes before the allocated start time Ref SSR 300 xi.
- ii) Should a competitor arrive at the Start, re-start of a de-controlled section before his allocated start time he will be started at his allocated start time..
- iii) **Five Minutes**
 - a) For jumping the start at the Start or any other timed re-start. Refer to GCR 261
 - b) For not reporting to the Start Official of the Prologue 30 minutes before his allocated start time. Ref SSR 300 xi
 - c) For the non attendance of the crew at drivers briefing.
 - d) For minor deviation from the route, where the time advantage gained is less than 60 seconds as recorded by the GPS logged data, a five (5) minute penalty plus time gained will be applied on recommendation of a jury comprising the COC, GPS Data Logging manager, and the Race Director. Ref SSR 200 x) d)
The time advantage gained will be calculated using a competitor in the same class closely matched in speed through the correct route as a reference time. In the event that the deviation resulted in no time advantage gained, the penalty will be five (5) minutes at the discretion of the jury as per above.
 - e) For not being personally present at Pre Race Line Up
 - f) Five Minutes – for not being in the line-up at the correct time, wrong position or failing to have GPS equipment on.
- iv) **Ten Minutes**
 - a) For early departure of competitors from Designated Service Points (DSP's), the following penalty will apply:
Early departure at the control defining the exit of the compulsory stop, will entail an automatic ten (10) minute penalty. The time difference between the allowed time and the actual time taken (the time by which early departure took place) will be added to the 10 minute penalty.
 - b) For not stopping as per SSR 309
- v) **Fifteen Minutes**
 - a) For being unable to repair a white light when instructed to do so by a Light Check Marshal or any other Official. Refer to SSR 313.
 - b) For contravening SSR 314.i)a) pertaining to start time. (Prologue)
 - c) For contravening SSR 314.i)b) pertaining to start time. (Main Racing Section)
 - d) For contravening SSR 301 v) pertaining to Medical Board and Warning Triangle.
 - e) For contravening SSR 306 ii) pertaining to the Procedure at Timing Controls.
 - f) Penalty for speeding in speed control sections. Ref SSR 306 iii g)
 - g) For deviation from the route, of greater than five (5) kilometres, or where the time advantage gained is sixty (60) seconds or more, as recorded by the GPS logged data, a minimum of a fifteen (15) minute penalty plus time advantage gained will be applied on recommendation of a jury comprising the COC, GPS Data Logging manager, the

Race Director.

The time advantage gained will be calculated using a competitor in same class closely matched in speed through the correct route as a reference time.

In the event that the deviation resulted in no time advantage gained, the penalty will be fifteen (15) minutes at the discretion of the jury as per above. SSR 300 x) d)

vi) **Thirty Minutes**

a) **Reserved**

b) For interfering with, turning off, or otherwise preventing timing and tracking devices from performing as designed.

vii) **Sixty Minutes**

a) **Reserved**

b) For failing to stop at a Route Check Control/Timing Control or ignoring a control officials instruction. Ref SSR 306 ii)

c) For overtaking in speed control section. Ref SSR 306 iii g).

viii) **Exclusion**

a) **Reserved**

b) For having been found to have practiced on or in the vicinity of the route within sixty (60) days preceding the event. Refer to SSR 312.

c) For contravening the Service Crew/Outside Assistance rule. Refer to SSR 311.

d) For failing to wear a helmet while racing and non-compliance to the crash helmet requirement and for failing to have the safety harness properly fastened at all times whilst in a moving vehicle. Refer to SSR 300 vii i).

e) For failing to obey the Route Direction & Route Deviation SSR. Refer to SSR 305 i).

f) For being towed or pushed other than to clear the vehicle causing an obstruction. Refer to SSR 311 iv).

g) For finishing an event with a different chassis, or engine block number to that fitted to the vehicle when scrutineered.

h) For contravening the refuelling procedures and regulations. Refer to SSR 316.

i) For failing to complete documentation and/or scrutineering by the closing times stipulated in the Supplementary Regulations.

j) For failing to carry out the instruction of an official.

k) For carrying fuel in loose containers in a competition vehicle.

l) For failing to place a vehicle in the parc fermé on completion of the event. Ref SSR 310 iii

m) For entering a holding area by the service crew, i.e. post-race impound or parc fermé without the Clerk of the Course's permission except when placing the vehicle in, or moving the vehicle from such a holding area may be excluded at the discretion of the Clerk of the Course.

n) For failing to comply with the provisions of SSR 317 (i) or SSR 317 (ii).

o) For contravening the Road and Rail Crossing SSR two or more times - SSR 309

p) For contravening SSR 300 vii ii) pertaining to protective clothing.

q) For failure to repair a yellow light

ix) **Reserved.**

x) **R1,000 (One Thousand Rands) Fine**

a) For failing to hand in an Incident Report Form within one hour of completion of, or retirement from each days racing. Ref SSR 317

b) For failing to report any damage/injury to property or person to the Organisers on the completed Incident Report Form. Refer SSR 317 iii).

c) For failing to complete the Incident Report Form in full. Refer SSR 317

d) For receiving assistance to recover a vehicle on the route during the running of the event without the written permission of an official.

e) **Reserved.**

f) For failing to remove empty fuel containers. Refer SSR 316 v).

g) For failing to display O or OK board of a stranded vehicle left on the route. Refer to

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SSR 317 ii) f).

B. Penalties may be imposed, in respect to contravening any of the items listed below, by the Clerk of the Course subject to a hearing being held in terms of GCR 175.

- xi) a) For overtaking within a demarcated area or pulling up alongside a stationary competitor at a control unless instructed to do so by an official.
- b) For smoking whilst racing.
- c) For driving dangerously or without due consideration to other road users.
- d) For allowing a person not in possession of a valid provincial driver's licence / valid competition licence to be in control of a vehicle during competition.
- e) For carrying any unregistered passengers other than stranded competitors or officials.
- f) For failing to afford the opportunity to pass or deliberately preventing passing.
- g) For contravening any traffic rules or regulations.
 - i) R 4000.00 (Four thousand Rand) for failing to report to GPS Download at the end of or retirement from each days racing. In the event of being unable to report (crew and vehicle still being recovered) , a team member must do this on behalf of the competitor.
 - ii) R 4000.00(Four thousand Rand) fine for damaging, or not taking precautions to prevent damage, or not returning any timing equipment or other electronic equipment fitted to the vehicle by officials.
- xii) **Penalties which may be imposed by the Clerk of the Course in terms of GCR 157.**
 - a) For behaving in a manner prejudicial to motorsport, bearing in mind that competitors are responsible for the actions of their service crew/s.
 - b) Committing any breach of the General Competition Rules, these Standing Supplementary Regulations, the Supplementary Regulations or Final Instructions for which no specific penalty has been laid down.

319. TEAM AWARDS

A) Manufacturers Team:

- i) The award will be made in the Production Vehicle Category. The total penalties of the three highest placed vehicles of the same manufacturer will be added together with the team having the lowest total penalties declared the winner. In the event of a tie, the finishing positions of the highest placed members of the respective teams will be used to determine the winning team.
- ii) In the event of there not being three finishers from one manufacturer the award will not be made.
- iii) The manufacturer's team manager/representative will be presented with a trophy for the winning manufacturer's team and miniatures of the trophy will be presented to the drivers and Navigators constituting the winning manufacturer's team.

B) Entrants Team:

- i) This award will be made to the highest placed two teams from the same entrant in both categories with the lowest aggregate time when added together. In the event of a tie the team with the highest position finisher will win.
- ii) In the event there not being two finishers from one team the award will not be made.
- iii) The team entrant/representative will be presented with a team trophy and miniatures to the drivers/navigators constituting the winning team.

NOTE: Every competitor has the right on request, to see any written or printed matter, records, time cards, sequence sheets, etc. pertaining to the event.

PART II

CLASSIFICATION AND VEHICLE SPECIFICATIONS FOR OFF ROAD MOTOR VEHICLES

1. GENERAL REQUIREMENTS

Part II contains all the Technical Requirements for Off Road cars in both the Special Vehicle and Production based categories. **NO** new vehicles, in any class, completed after December 1, 2010, may be fitted with a modified engine, **GROUP N ONLY**

DEFINITIONS.

Group N Engine.

An engine, produced in sufficient quantities and of a specification to qualify for homologation by the FIA, in the as manufactured condition, with no modifications to its internal components. To be accepted as such an engine must be certified, and sealed, officially by its manufacturer, or an MSA recognized inspector.

Modified Engine

All other non certified engines used in Off road car racing.

A Hybrid

A production vehicle fitted with an engine not manufactured by the manufacturer of the body and chassis of the vehicle.

Crew

The crew of a motor vehicle may consist of a nominated driver and/or second driver, and a Navigator. Where the crew includes a second driver, a crew change may only be made at a designated motor vehicle service point. The Navigator must be in the vehicle, and must complete the entire event in order to score championship points, and may only get out of the vehicle in exceptional circumstances.

Both the nominated driver and the second driver will be eligible to score half points for the event in question in the championship. A driver and/or second driver may only be nominated as the driver and/or second driver for one vehicle during an event.

Intake Manifold

Part collecting the air-fuel mixture from the carburettor(s) and extending to the entrance ports of the cylinder head, in the case of the carburettor inducing system. Part situated between the valve of the device and the air-intake and extending to the ports on the cylinder head, in the case of an injection intake system. Part collecting the air filter outlet and extending to the cylinder head entrance ports in the case of a diesel engine.

Mac Pherson Suspension

Any suspension system in which a telescopic strut, not necessarily providing the springing and/or damping action, but incorporating the stub axle, is anchored on the body or chassis through a single attachment point at its top end, and it pivoted at its bottom end either on a transversal wishbone locating it transversally and longitudinally, or on a single transversal link located longitudinally by an anti-roll bar, or by a tie-rod.

Suspension Travel Measurement

For independent wheel suspensions: The vertical measurement taken at the wheel centre with the vehicle mounted on stands, with the shock absorber having been dismantled. From one extremity

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of movement to the other extremity regardless of how the extremities are controlled, i.e. bump stops external, internal damper limits etc.

For rigid axle suspensions: The vertical measurement from steel bump stop on the axle housing to the steel upper bump stop on the chassis, with the vehicle mounted on stands, with the axle hanging in the full droop position, as located by the dampers and not the droopstraps.

Bump Stops

Bump stops are defined as rubber buffers, stopping/damping the suspension at the end of its travel upward (full bump). Aeon type compressible buffers are permitted. Bump stops do not form an active part of the suspension except at the end of the travel upwards.

Anti-Tramp Rods

Anti-tramp rods shall comprise of a single central rod or one rod per side, which prevents leaf spring twist under acceleration and braking. The rods shall be one piece and shall offer no lateral support to the axle.

1.1 Performance Controls

1.1.1 Minimum Weights

All cars are subject to the following scale of minimum weights in relation to cylinder capacity unless otherwise specified in the individual class technical specifications. Except as noted in any individual class specifications, the following minimum weights and air induction restrictor sizes will apply to all cars.

Cylinder Capacity in cm ³	Weight in kg (4x4)	Weight in kg (4x2)
Up to 1600	1150	860
Over 1600 and up to 2000	1350	980
Over 2000 and up to 2250	1500	1010
Over 2250 and up to 2500	1600	1040
Over 2500 and up to 2750	1637.5	1070
Over 2750 and up to 3000	1675	1100
Over 3000 and up to 3250	1712.5	1130
Over 3250 and up to 3500	1750	1160
Over 3500 and up to 3750	1787.5	1190
Over 3750 and up to 4000	1825	1220
Over 4000 and up to 4250	1862.5	1250
Over 4250 and up to 4500	1900	1280
Over 4500 and up to 4750	1937.5	1310
Over 4750 and up to 5000	1975	1340
Over 5000 and up to 5250	2012.5	1370
Over 5250	2050	1400

The weight of the car must be no less than the minimum weight indicated in the table of weight against cubic capacity and the mode of drive, as it finishes the prologue or the race, without the driver and co-driver /navigator.

If three spare wheels are carried on board a 4x2 that has front and rear complete wheels with different diameters; this vehicle may be weighed with its three spare wheels.

The weight of the car may be completed by adding one or several ballasts provided that they strong and unitary blocks, fixed by means of tool, capable of having seals affixed and of being placed on the floor of the cockpit, visible and sealed by the Scrutineers.

Capacity multipliers. For supercharged diesel engines, the capacity multiplier will be 1.5 times the measured capacity. For supercharged petrol engines, the capacity multiplier will be 1.7 times the measured capacity. In both cases following multiplication, the result will be "fictive" capacity which will be applied to the capacity versus weight table included in this article.

1.1.2 Power output restrictions

All competing vehicles in the Championship will be fitted with restrictors with the exception

of Class B.

The controllers reserve the right to restrict the power output of any competing vehicle in the interest of safety or close competition.

The preferred method of engine power reduction will be the use of an induction air restrictor of a size and shape specified by the controllers, suitable to reduce the power output of any competitor's engine in the interest of performance equalization.

The figures listed below in clause 1.1.3, are the maximum diameter, in millimeters, that restrictors may be for each application listed and must be in compliance when measured at any temperature. The length of this restrictor diameter must be 3mm, minimum.

On all engines, all induction air (air received by the engine in order to support the combustion of fuel) must pass through the restrictor. Except in the case of turbo charged engines, where the exit of the inlet air restrictor (3mm parallel portion) must be within 50mm of the extremities of the turbo compressor impeller blades, the internal volume of the induction pipe between the outlet of the restrictor (downside of the 3mm parallel portion) and the throttle body valve, may not exceed 10 litres. Where a Group N engine is fitted, and the standard inlet manifold is retained, the volume of the standard inlet manifold chamber, before the throttle body/ bodies, is subtracted from the total inlet tract volume, when checking for compliance.

The controllers reserve the right to conduct a "stall test" on all relevant competing vehicles at any time during The race meeting, for example after the completion of the Prologue, and/or after the Race event.

The "stall test" involves cutting off the supply of air to the restrictor, completely, at which point the engine must stall (cease to run). Any engine, subjected to the test, that continues to run, will be deemed to have additional air being supplied to it through an opening other than through the restrictor, and therefore has a system that is non compliant. Penalties for non compliance with technical regulations ie. technical infringements are detailed in GCR 176 in the MSA handbook"

1.1.3 Restrictors for Petrol Engines Group N Specification.

	Normally aspirated	Supercharged	
2 valves per cylinder	36	35	2000cc max capacity
More than 2 valves per cylinder	35	34	
2 valves per cylinder rocker-arm Engines (camshaft in the engine Block) with a cylinder capacity Greater than 5400cm cubed	37,2		

Restrictors for Petrol Engines Modified.

	Normally aspirated	Supercharged	
2 valves per cylinder	34	33	2000cc max capacity
More than 2 valves per cylinder	32	31	
2 valves per cylinder rocker-arm Engines (camshaft in the engine Block) with a cylinder capacity Greater than 5400cm cubed	37.2		

1.1.4 Restrictor for Supercharged Diesel Engines group N specification.

All turbo charged diesel engines must be fitted with an air restrictor with a maximum internal diameter of 39mm. Modified diesel engines are not allowed.

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1.2 Exhaust Systems

All vehicles must be fitted with exhaust systems that exit to the back and/or face upwards from the horizontal.

Vehicles with side exit exhausts will be acceptable providing the exhaust is made to exit upwards. Downward facing exhausts are no longer acceptable. In addition to prevent fires starting as a result of a vehicle coming to rest in dry grass or undergrowth, exhaust systems that run under vehicles must be protected by a heat shield or be wrapped with insulating material. Spark arrestors may be specified as mandatory for certain events.

1.3 Safety lighting and equipment

1.3.1 All competing vehicles must have operational stoplights.

1.3.2 All vehicles must be fitted at the rear with a yellow light of 55-watt intensity (quartz iodine). This light must be activated by the main battery isolator switch only and have no other auxiliary isolator switch. This light must be fitted within 500mm of the vertical centreline of the vehicle and within 300mm of the highest point of the vehicle. This light must be placed so that it can be seen from ground level 15metres from the rear of the vehicle. With the advent of the new LED lamps for all manner of automotive applications the OFF Road Commission now approves of LED's for use in off road racing applications. In particular the Solo S1 100 in the Solstice series of off road lamps is approved and recommended. 4x4 Mega World can advise competitors on where these units may be obtained. For the 2012 season, all old and faded yellow lights must be replaced with new units.

1.3.3 All vehicles must have at least one white light of 55 watt intensity (quartz iodine) visible from the front of the vehicle, fitted and operational throughout the event, to enable the vehicle to be visible to other competitors being approached. This white light may be the vehicle's own head or driving light/s and must be protected by a cage to prevent it from being displaced.

1.3.4 All vehicles must have a functioning air horn or electrical hooter.

1.3.5 All vehicles must be fitted with a full harness safety belt, minimum five-point safety belt (75mm) and must have a crutch strap fitted which will be used. An inertia-reel system is not permitted. All harnesses must be within the specified useable life period, or in good serviceable condition.

1.3.6 Safety Nets

Glass Side Windows: Vehicles having glass side windows in the doors must have the window area covered by adequately secured safety nets with a maximum aperture of 100mm x 100mm.

Polycarbonate Side Windows: Vehicles having polycarbonate windows permanently secured to the doors require safety netting as above if the opening or sliding portion is larger than 175mm x 175mm

No Side Window: Vehicles having no side windows in the doors must have the complete window area covered by a safety net as detailed above.

It is mandatory that all safety nets are attached to the roll cage of the competition vehicle.

1.3.7 All vehicles must carry an AA Life Hammer and/or blade knife which will be attached by means of Velcro on an orange background in a position accessible to the driver and Navigator (normally seated with safety harness fastened) and to officials.

1.3.8 All vehicles must be fitted with a fire extinguisher in a place accessible to both the driver and Navigator (normally seated with safety harness fastened), and to officials. Proof of purchase or service within the previous twelve (12) months shall be furnished and the extinguisher shall be fitted with a pressure gauge showing the charge pressure (as applicable). Fire extinguishers containing carbon tetrachloride shall not be used. Any fire extinguisher fitted must be of an MSA approved type. The fire extinguisher/s shall have a minimum capacity of 2.5kg or be of the 13B type Stryker.

1.3.9 All vehicles must have filter cap/s and breathers on petrol tanks located outside of the passenger compartment. No fuel tanks will be permitted to be fitted outside of the chassis/framework of the vehicle. Fuel must be carried in metal/moulded plastic tanks or

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fuel cells (which are within their expiry period) and no fuel will be permitted to be carried in loose containers. All tanks must be secured to the frame or chassis by straps at least 50mm wide and 1.5mm thick, made of webbing or made of metal and be separated from the tank by a non-metallic strip to prevent abrasion.

- 1.3.10 All vehicles must have fuel lines which are secured and in good condition. The breather pipe must be routed so that no matter which way a vehicle is rolled, a portion of the breather pipe will be higher than the tank, thus preventing fuel spillage. Fuel cap/s must not protrude outside the framework of the vehicle.
- 1.3.11 All vehicles must have a battery cut-out switch fitted in a conspicuous position clearly marked and which is accessible to the driver and Navigator and external rescue personnel. This switch must be wired so that the engine cuts out when it is operated. The battery must be covered or of a sealed type and must be securely fitted.
- 1.3.12 All vehicles must have ignition coils mounted away from fuel lines and fuel pump.
- 1.3.13 All competing vehicles must be fitted with either, a rear view mirror (central and within the passenger compartment) or two rear view mirrors (one each side of the vehicle on the outside of the passenger compartment) or both. The minimum size of the single inside mirror is 144cm squared, and of the two outside mirrors is 60 cm squared each. All mirrors must be in good condition and, in the case of the outside mirrors, have good protection.
- 1.3.14 All vehicles must have roll-bars of a sturdy construction and triangulated where necessary. (see detailed specifications)
- 1.3.15 All vehicles must have securely fitted spare wheels.
- 1.3.16 No racing vehicle may have any forward or rearward protruding metal parts past the front-and- rear most transverse metal structure.
- 1.3.17 The use of electronic devices for communication (two-way radios/cell phones/intercoms) and route finding (odometer/GPS/rally computers) purposes are allowed.
- 1.3.18 The use of steering multipliers is allowed on any off road racing vehicle.

1.4 Rollcage Requirements (Passenger Cell)

1.4.1 Welding

1.4.1.1 All welding must be of the highest quality with full penetration over the full perimeter of the tube.

1.4.1.2 The welding should preferably be a gas shielded arc process. Welds should have a good external appearance and should not be ground or filled.

1.4.2 Materials – Minimum Requirements

1.4.2.1 Materials:

Cold or hot rolled low alloyed seamless steel tube with a minimum of 350 Mpa. U.T.S.

1.4.2.2 Dimensions:

45 x 2.5mm wall or 50 x 2mm: Main Rollbar and Backstays

38 x 2.5mm wall or 40 x 2.0mm All other members.

1.4.2.3 Higher grade FIA Specification material together with a smaller (tube and more complex Rollcage layouts may be used, providing layout drawings with specifications or complete roll cages are submitted to the MSA Off Road Technical Consultant for approval. Roll cages which deviate from this specification, must be approved by the MSA Off Road Technical Consultant.

1.4.2.4 Inspection: Wall thickness may be checked using an ultrasonic thickness tester.

1.4.3 Bending

1.4.3.1 The tube must be bent by a cold working process. The centreline bend radius must be at least 3 times the tube diameter.

1.4.3.2 If the tube is ovalised during bending, the ratio of minor to major diameter must be greater than 0.9.

1.5 ALL COMPETITORS SHOULD NOTE THE FOLLOWING:

Safety will always be a top priority with the commission and from here on in, unsafe vehicles, at the sole discretion of the technical consultant, will not be allowed to compete.

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2. SPECIAL VEHICLE CATEGORY

NOTE: Competitors contemplating the purchase or construction of a new vehicle for any of classes A, B, or P must ensure that the specifications and design is acceptable to the Commission and acceptance has been confirmed in writing and signed by both the Commission President and the Technical Consultant.

2.1 Class A

2.1.1 Class A Frames : Four-Wheel Drive

Special Vehicles may be four wheel drive but must be built as a frame vehicle and not be converted from a production vehicle i.e. the frame may not be based on a production ladder type chassis. There are no restrictions on the chassis with the exception of maximum track width of 2100mm and maximum suspension travel of 250mm in this class. The engine, however, must be fitted in the front i.e. the crankshaft must be ahead of the middle of the wheel base and be installed longitudinally. The body fitted to a vehicle competing in this class may not resemble a body fitted to a production vehicle. Note: Weights and restrictors for these vehicles must comply with 1.1.1 and 1.1.3 or 1.1.4, as applicable. 4 wheel drive vehicles will not be eligible to compete in Class A from January 1, 2013 onwards.

2.1.2 Class A Frames : Two Wheel Drive

There are no restrictions on chassis, suspension or crews in this class. The body fitted to a vehicle competing in this class may not resemble a body fitted to a production vehicle. Note: Weights and restrictors for these vehicles must comply with 1.1.1 and 1.1.3 or 1.1.4, as applicable.

2.2 Class B

2.2.1 Engine

Any naturally aspirated four-cylinder petrol engine with a cubic capacity of no greater than 2050cc may be used. The engine must be from any series production car or commercial vehicle that is offered for sale in South Africa and must be clearly recognisable as such.

2.2.2 Engine Modifications Permitted: The original cylinder head, block and crankshaft must be retained otherwise modifications are unrestricted, given due respect to Clause 1, 2.2.3 Class B vehicles are restricted to two wheel drive.

2.2.3 Rotary engines are not allowed in class B.

2.2.4 There are no restrictions on chassis, body, suspension, driver or crew in this class.

2.2.5 There are no restrictions on induction air or weight in this class.

2.3 Reserved.

2.4 CLASS P – Special Vehicle Specific Specifications

2.4.1 Engine

Any atmospherically aspirated 6 cylinder petrol engine, with a cubic capacity of no greater than 4000cc, the engine must originate from any production car or commercial vehicle that is offered for sale in South Africa. The standard cylinder block and head castings must be retained and be clearly recognizable as such. The engine must retain its original intake manifold, the throttle body is free including the intake butterfly, which may be converted from fly by wire to mechanical operation. The standard connecting rods and crankshaft must be retained. Apart from the above restrictions modifications to the engine are free. Note: special dispensation is given to use the Lexus engine of the following specifications only. 1UZ-FE. The fitting of an inlet manifold spacer part number S.D. 15808000/2 to any Nissan VQ40 engine, suitable for a Class P special vehicle is authorized. Only the component that complies with the original specification is acceptable.

2.4.2 Transmission

Vehicles are restricted to two wheel drive. Gear box and other drive details are free.

2.4.3 Chassis

There are no restrictions on the chassis or suspension.

2.4.4 Crew

There are no restrictions on the crew for this class.

2.4.5 Body

The body fitted to a class P vehicle is restricted only by not being able to resemble a production vehicle. The only exception here is resemblance to the early VW Beetle.

3. PRODUCTION VEHICLES

3.1 GENERAL REGULATIONS – ALL CLASSES

- 3.1.1 Any form of aerodynamic device or variation in body shape that may be construed as an aerodynamic device, or provide extra downforce is banned.
- 3.1.2 Front bumpers may be removed and replaced with bush bars. Vehicles may be fitted with a form of rear bumper to protect against rear impacts.
- 3.1.3 Skid plates may be added to protect steering, suspension, engine, transmission, diff housings and fuel tanks.
- 3.1.4 Additional fluid coolers may be added for engine oil, transmission oil, diff oil and power steering fluid.
- 3.1.5 Mud flaps fitted to competing vehicles must be fitted behind the front and/or rear wheels and may not be wider than 40cm.
- 3.1.6 Bush deflector bars or cables may be added between the front fenders and the cab roof.
- 3.1.7 Side protection bars may be added provided they do not protrude past the overall width of the vehicle.
- 3.1.8 Vehicles must be fitted with towing eyes front and rear, painted red or orange.
- 3.1.9 No Titanium components are permitted.
- 3.1.10 **Model range definition** – Car/Vehicle belonging to a production-series distinguishable by a specific concept and external general lines of the bodywork and by an identical mechanical construction of the engine and the transmission to the wheels, with the same/similar wheelbase and the same/similar cubic capacity. Vehicles in the model range fitted with single cab, or double cab are interchangeable, with any engine size in the range and four wheel or two-wheel drive. The updating of existing race vehicles with facelift bodywork is acceptable. As a cost control activity this allows updated bodywork to be refitted to a previous model chassis. Both left hand drive and right hand drive versions are acceptable. To comply with the acceptance criteria, a production vehicle must be produced anywhere in the world and sold in quantities greater than 2500 in any consecutive 12 month period. Acceptance of any vehicle as being part of the model range, must be obtained prior to the construction or conversion of vehicle for national championship offroad racing. Final acceptance must be obtained from the appointed in writing by the technical consultant, and be approved by the Commission President.
- 3.1.11 Intercoolers may be fitted to turbo charged diesels, but they must be fitted within the bodywork, and no bodywork cutting or modifications are allowed, except to accommodate piping to and from the intercooler. Heat exchangers must be of the air/air and/or air/water type. Air/air exchangers must have a maximum total volume of the core V1max of 22 dm³ (litres)
Air/water exchangers must have a maximum total volume of the core V2 max of 7 dm³ (litres)
In case of a combination of the two types of exchanger, the maximum total volume for the air/water exchanger is defined as follows:
Maximum total volume air/water = (1-R) x V2 max with
R = Total volume of the air/air exchanger / V1 max
The total volume of the core is given by its external dimensions
(Length x Width x Thickness).
Any water spraying or injection system is prohibited.
- 3.1.12 The commission/controllers reserve the right to specify a maximum boost pressure for any turbo charged engine used in offroad racing. To facilitate the checking of this specification a 1/8th NPT nipple must be inserted in the inlet manifold of all competing vehicles in an accessible position in close proximity to the cylinder head. This fitting would be fitted with a cap when checking is not in progress.

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3.1.13 **Cost and reliability.**

Deviations from and additions to the specifications, included in these regulations, may be applied for, in the interest of genuine cost, reliability, or functionality. Such applications must be made in writing to the technical consultant. Approval of such requests will result in the publication of a special variation order, SVO which will be available to all competitors, competing in the same vehicle for which the SVO was approved.

3.1.14 **Tyres** – Each Production vehicle competitor will be allowed a maximum of 4 NEW tyres per event (8 NEW tyres for events in excess of 600 kilometers) competed in. If requested by the organizers, the new tyres must be presented mounted on wheels at scrutineering, where they will be suitably marked. Any tyres rendered unusable during the event, due to punctures or damage, may only be replaced with second hand tyres, previously used in an event and on the approval of the technical consultant.

3.1.15 **Hybrids**

No Hybrids will be allowed, except under a special dispensation issued by the commission.

3.2 **ROLLCAGES – MINIMUM SPECIFICATIONS – ALL CLASSES**

3.2.1 **MAIN ROLLBAR (NOTE 1)**

3.2.1.1 “Vertical frame” (now may be 10 degree from the vertical toward the rear of the vehicle) or hoop as close to the rear of the seats as possible.

3.2.1.2 One-piece construction – no joins permitted.

3.2.1.3 Legs as straight as possible and as far apart as possible.

3.2.1.4 The legs of the Main Rollbar will be wider than the chassis rails. Well gusseted, sturdy brackets must be used between the Mounting Plates of the Main Rollbar and the chassis rails.

3.2.2 **FRONT ROLLCAGE (NOTE 2)**

3.2.2.1 This should follow the contour of the body shell as closely as possible.

3.2.2.2 Front leg must follow the windscreen pillar, have only one bend and the leg part must be vertical.

3.2.3 **BACKSTAYS (NOTE 3)**

3.2.3.1 Should be straight, running from behind the rear suspension mounting points to the top corners of the Main Rollbar close to the outer bends. The angle to the vertical should be more than 30°.

3.2.4 **DIAGONAL MEMBER (NOTE 4)**

3.2.4.1 Minimum of one member. Cross (X) is recommended. Must be straight.

3.2.4.2 The lower end/s must join the Main Rollbar not more than 100mm from the mounting foot.

3.2.4.3 The top end/s must join the Main Rollbar not more than 100mm from the junction of the Backstay.

3.2.5 **TRANSVERSE MEMBER (NOTE 5)**

3.2.5.1 This should be placed as high as possible, but the lower edge should not be higher than the top of the dash.

3.2.6 **SIDE PROTECTION (NOTE 6)**

3.2.6.1 Should be straight, horizontal or tilted down 15 degrees (towards the front).

3.2.6.2 Should be mounted as high as possible as not to impede access for the crew and should be 100mm above the bottom of the seat.

3.2.6.3 Cross strut (X) is also permissible.

3.2.7 **MOUNTING FEET (NOTE 7)**

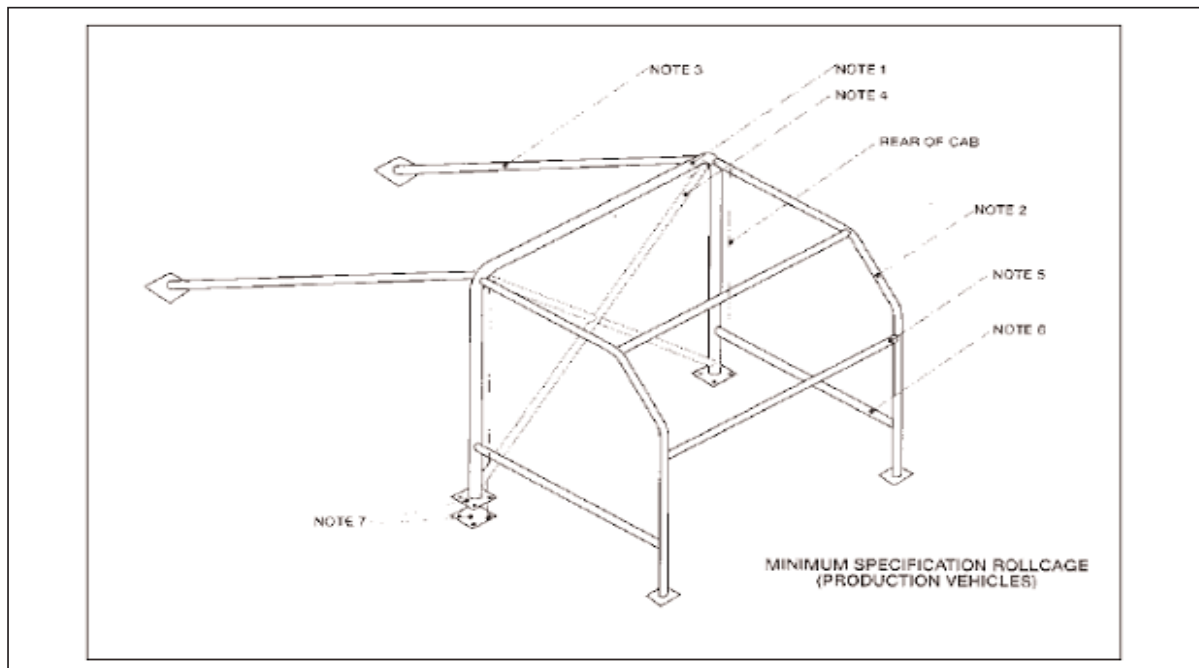
3.2.7.1 Each foot should be at least 3mm thick and 100cm.

3.2.7.2 Each mounting foot must be secured by at least 3 bolts, M8 of grad 8.8 or better.

3.2.7.3 The foot as described may also be welded to the body shell.

3.2.7.4 Where the foot is bolted to the body shell, a reinforcing plate of similar thickness and size must be used on the opposite side of the bodyshell material.

3.2.7.5 The Rollcage may be welded to the bodyshell in various places.



3.2.8 PROTECTIVE PADDING

- 3.2.8.1 Where the occupant's body or crash helmets could come into contact with Rollcage, nonflammable padding must be provided for protection.
- 3.2.8.2 In the direction of impact protection the padding must be a minimum of 25mm thick.
- 3.2.8.3 The padding must be approved for "Motorsport Use".

3.2.9 REMOVABLE MEMBERS/JOINTS

- 3.2.9.1 The Main Rollbar and Front Rollcage outer members shall be made off one piece without joints.
- 3.2.9.2 Should removable members be used in the construction of the Rollcage, the demountable joints must be approved by the Technical Consultant.
- 3.2.9.3 Removable members should be used solely for attaching members to the Main Rollbar and Front Rollcage outer members.

3.3 PRODUCTION BASED VEHICLES SPECIFIC TO CLASS SP

A Commission approved shall mean.

Specific components shall be submitted to the Off Road Technical Committee Production Vehicles for approval. The cost and specification of these components, if accepted, shall be distributed to all competitors and the components shall be freely available at a fixed price to any competitor for a minimum period of 12 months subject to exchange rate fluctuation only, if applicable. Only components referred to in these regulations as "commission approved" shall be subject to the approval system. The supplier's details and component specification will be available from the Off Road commission.

3.3.1 All new Class SP Vehicles must be fitted with a group N specification engines. Diesel engines may only be Group N specification.

Naturally aspirated petrol engine - limited to 5 litre (plus 2% for re-bore), and turbo diesels Engines of "equivalent" capacities will be acceptable. Engines may be selected from the same Marque (make, i.e. Nissan, Ford) of production vehicle, Commercial Vehicle, Bakkie, or Passenger Car. No hybrids are acceptable in SP Class. All turbo diesel engines are restricted to group N specifications and must use the original standard turbo chargers or the turbo chargers fitted as standard to a BMW X5 – 3.0 sd, part numbers 11657802587 and 11657802588.

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3.3.2 Engine ancillaries, modifications allowed.

- 3.3.2.1 Exhaust manifolds and exhaust systems are free, but must be made from ferrous metal. (reference article 1.2).
- 3.3.2.2 Flywheel to be made of ferrous metal only otherwise free.
- 3.3.2.3 Engine mountings free. The attachment of the mounts to the engine block must be to the standard position.
- 3.3.2.4 Engine management system free. The use of a gear cut system (engine cut to aid gear change) is authorised.
- 3.3.2.5 All unused ancillaries may be removed from the engine e.g. idle control valves, air conditioner pumps, heater pipes etc.
- 3.3.2.6 Power steering pumps and alternator as well as their brackets/mountings free.
- 3.3.2.7 The oil sump system is free, including the use of dry sump systems if found entirely necessary.

3.3.3 Modified engine specification limits

- 3.3.3.1 Standard inlet manifolds and throttle body – to be retained. Internal Modifications free. The air valve may be enlarged provided it is housed within the standard throttle housing. The external appearance of the inlet manifold and throttle body must remain unchanged. The air valve actuation may be changed from electronic (“fly by wire”) to mechanical. (Cable or lever system) The fuel rail and injectors are free.
- 3.3.3.2 Original cylinder block and Head castings to be retained and must be recognisable as such.
- 3.3.3.3 Original crankshafts and connecting rods to be retained – maximum Weight variance $\pm 2\%$ of the manufacturer specifications weight. Connecting rod bolts free.
- 3.3.3.4 Pistons to have a minimum of 3 rings and must be one-piece, aluminium alloy with no metal matrix or ceramic materials allowed low friction coatings are allowed. Otherwise free.
- 3.3.3.5 Valve size and porting – as per Group A (standard sized valves or smaller, head face port to manifolds, minimum – 2%, maximum plus Valve material to be steel or production type material fitted to the standard engine being used.
- 3.3.3.6 Camshaft from ferrous metals only, otherwise free, profiles free.
- 3.3.3.7 Maximum compression ratio 10.5:1 no plus tolerance. Modified petrol engines only.

3.3.4 ALTERNATIVE ENGINES

Alternative engines as defined in Article 3.3.1 may be fitted to the selected race vehicle. The centre line of the alternative engine's crankshaft, at the front of the engine, must be no lower than that of the original engine, but may be higher and/or to the left or right of the original, to facilitate fitment. The front of the engine block must not be further back than 120mm, in front of the centre line of the front axle, of the completed race vehicle.

Where X - longitudinal
Y - lateral
Z - vertical

The engine may also be rotated around its “Y” axis where the “Y” axis is located at the standard engine mounting on the “X” axis. The engine may be rotated around the crankshaft centre line by a maximum of five degrees either way and only to give clearance to the differential and or steering rack. (See addendum 1c)

3.3.5 TRANSMISSION / DRIVELINE

- 3.3.5.1 Twin plate clutches may be used, no carbon components are allowed.
- 3.3.5.2a Gearbox - free from the marque with production ratio's only, or
- 3.3.5.2b Gearbox nominated by the Off Road Commission Sadev SC 90/24 – 170 Raid 6 speed Sequential Gear box. The selection of gearbox ratios is without restriction.

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- 3.3.5.3 Transfer Case – free from the model range – internals are free, or transfer case unit nominated by the Commission. Sadev Transfer box with appropriate housing available in five angles from Sadev.
- 3.3.5.4 Rear Axle – Standard units may be retained. Or Commission approved axles. Front Axle/Differential assembly – the standard unit may be utilised – internal components free or a Commission nominated front axle unit.
- 3.3.5.5 Propshafts free – ferrous material only.
- 3.3.5.6 Driveshafts and side shafts – free, but must be made of ferrous material.
- 3.3.5.7 Outer and inner CV joints to be Commission approved or standard units may be retained.
- 3.3.6 **BRAKE SYSTEM**
 - 3.3.6.1 Standard brake system may be used in it's entirety, or
 - 3.3.6.2 A racing pedal box system may be used to replace the standard pedal system.– the balance of the brakes may only be changed via a cable connected to the “balance bar adjuster” turned by hand by the driver or Navigator.
 - 3.3.6.3 The standard hand brake system may be removed. The fitting of a hydraulic hand brake system is permitted.
 - 3.3.6.4 Commission approved front disc - production based
 - 3.3.6.5 Commission approved front brake caliper – production based
 - 3.3.6.6 Rear discs to be Commission approved – production based
 - 3.3.6.7 Rear calipers to be Commission approved – production based.
 - 3.3.6.8 Friction material – free
- 3.3.7 **SUSPENSION - GENERAL**
 - 3.3.7.1 Shock Absorbers – must be stand-alone mechanical/hydraulic/gas damper only. Otherwise free- number and location free
 - 3.3.7.2 Suspension travel limited to 250mm measured at the wheel centre or 300mm for beam axle.
 - 3.3.7.3 Suspension bush medium – free including balljoints, Uniball/'rose' joints.
 - 3.3.7.4 The wheelbase for all vehicles competing in the class will be 2975mm + 75mm, -75mm.
 - 3.3.7.5 Springs – free.
 - 3.3.7.6 No “suspension Rocker systems” allowed in other words the springs and dampers must act directly on either the suspension control arm, axle or upright /knuckle
 - 3.3.7.7 Anti roll bars free, 'note'- Systems, which connect anti roll bars front to rear, are prohibited. One piece anti roll bars only are acceptable.
 - 3.3.7.8 Closed loop systems – electric, pneumatic or hydraulic that result in interconnection's front to rear or left to right are not allowed.
- 3.3.8 **SUSPENSION - FRONT (See addendum 1 b)**
 - 3.3.8.1 The centre lines for the pickup points for the lower wish bones must be minimum of 550mm apart in the Y axis, ie the left wishbone pickup point centre line to the right wishbone pickup point centre line, when measured laterally across the car. The position of these pick up points is otherwise free. The top wishbone pick up points may be moved. The maximum these pick up points may be moved inwards from their original positions in the lateral direction is to a vertical plane through the lower wishbone pick up points. There is no restriction on the vertical or longitudinal position of these points.
 - 3.3.8.2 Standard wishbones may be used. If manufactured, must be of ferrous material only, otherwise free.
 - 3.3.8.3 Suspension Knuckle/Upright – standard or Commission approved.
 - 3.3.8.4 The new Knuckle/upright may only be modified as per the Commission-approved methods.

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3.3.9 SUSPENSION - REAR (See Addendum 1b)

- 3.3.9.1 Live Rear Axle - All SP vehicles must be fitted with a live rear axle, regardless of the standard arrangement fitted to the vehicles selected. Live rear axles may be modified to a "4 link system, the top arms of the system shall be A-arm type only. The only area that this system may occupy is 1.2m ahead of the axle centre line and 0.25m behind the axle centre line.



- 3.3.9.2 Should a STD rear suspension system using leaf springs be used, only one anti tramp rod per side of the axle may be fitted. The standard "pick up points" must be used. The standard components may be reinforced only, bushing material free, brakes standard fitment with the exception of friction material.

3.3.10 STEERING

- 3.3.10.1 A production rack from any vehicle may be utilised - track rods, steering arms and joints - Free. The rack and tube may both be shortened. Commission approved.
- 3.3.10.2 A production steering box may be utilised all links and joints free.
- 3.3.10.3 Ratio may be changed on the input shaft to the steering rack only, connection between steering assembly and steering wheel – free.
- 3.3.10.4 If the steering shaft used is not a production unit, a design verification for the component used must be produced with the vehicle for first scrutineering.

3.3.11 WHEELS, RIMS AND TYRES

The use of magnesium wheels is not permitted, wheels must be of steel or heat treated aluminum.

- 3.3.11.1 The Commission may, following consultation, specify a control tyre by make, type and size, and as a result specify wheel specification limits. Maximum tyre diameter allowed is 810mm, maximum tyre specification allowed is 235/85/16
- 3.3.11.2 If the above is not possible then wheels and tyres will be free providing their fitment does not contravene any of the other specifications included in this document. Tyres may be custom grooved.

3.3.12 CHASSIS (See Addendum 1a)

- 3.3.12.1 In view of the fact that the chassis of the road going vehicle, on which a SP Vehicle is based, no longer serves a practical role. The chassis may be removed in its entirety and replaced by a chassis frame, connected to the roll cage. MPV built without chassis may remove the standard sub frames and replace them with a custom built sub frame.

3.3.13 BODY

- 3.3.13.1 The body of the vehicle must be from the model range of the make of vehicle specified.
- The cabin of the body must retain its standard profile in its entirety, from the lower rear, through to the point where the standard bonnet rests at the base of the windscreen, just rear of the position of the original firewall between the engine bay and the passenger compartment.

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It is not mandatory to maintain the original profile of the bonnet and the front wings (mudguard) but the original front bumper grill and headlight arrangement in its original orientation must be maintained, down to a line which is a projection of the top of the front wheels, with the ride height set at 300mm (measured to the bottom (lowest point) of the sumpguard). [In terms of this article the term 'profile' means the shape from the side, front, rear and in plan view]. Where the profile of the front bumper becomes free (below the top of the front wheel projected forward) the shape of the lower body must blend with the underbody and fenders.

The combination of specifying one wheelbase and the maintenance of the complete body and cab profile from any particular make or model, highlight the need to specify the treatment for the dimensions for the load-carrying unit in each particular case.

Each particular make and model following its construction in accordance with these specifications will have a distance between the front of the rear wheel arch and back of the cab, which is now fixed. This dimension will be equal to or less than the same dimension on the standard vehicle. All other "X" axis dimensions of the load-carrying portion of the vehicle must be in proportion to the ratio of the new above dimension and its original dimension on the original vehicle. While the complete cabin, passenger compartment, must retain its original profile in total, it may be remanufactured from composite material (carbon fibre excluded). The front wings may be of modified profile, as allowed by these regulations and also remanufactured from composite material other than carbon fibre. The remanufactured body must be fitted with a standard windscreen.

The front doors of a double cab or single cab vehicle must remain manufactured of the original material, be of the original shape and size and be fitted to the racing vehicles using the original hinges in their original positions. These doors may be shortened at the bottom by up to 200mm, but must retain the original window openings. Original door locks and window winding mechanisms may be removed. The inner panels may be made of carbon fibre. Windows other than those in the front doors must be retained in their original position and of the original size and shape, with the exception of the rear window. Where appropriate, these other windows may be transparent, open or opaque.

Body overhang front and rear is limited to a minimum of 660mm, measured from the centre of the front or rear wheels to the extremities of the body. This measurement has to be maintained over a minimum distance of 500mm around the centreline of the vehicle (250mm each side).

While the cabin of the vehicle must maintain its original profile, the bonnet profile may be modified (blended in) to accommodate overhang specifications, the standard wheelbase specified in these regulations and the wheel arch positions.

Wheel arches may be repositioned to accommodate the overhang specified. The approach angle is limited to a maximum of 57 degrees at the front and 50 degrees at the rear.

Two air vents and/or bulges to accommodate approved under bonnet modifications, may be added to the bonnet of any racing vehicle, however, these may not protrude more than 50mm above the original profile of the bonnet. Vents or scoops may be added to the cab roof for the purpose of providing ventilation for the driver and Navigator. No carbon fibre allowed other than for specific aesthetic use only e.g. dashboard panels, air cleaner assemblies. Front inner guards may be removed to aid roll cage and other fabrication within the engine compartment and replaced by custom units

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fabricated to suit the purpose in the space remaining. The original body work sheet metal and hardware, onto which the headlights, and/or radiator, and/ or grill is mounted, may be removed and replaced with a fabricated structure designed to perform the same function, providing however, none of the other provisions in these regulations are contravened and the finished vehicle retains it's original outward appearance. Where additional vents or scoops are required for functional reasons to aid cooling, these additions are subject to the specific approval of the Commission in writing through the technical consultant.

- 3.3.11.2 The wheel arches only, may be extended to a maximum of 2m overall width by the use of fender flares. These "fender flares" must be within a radius of 150mm from the original fender edge, in other words the production shape of the fender shall be used with the exception of the addition of the flare to accommodate the additional track of the vehicle. NOTE Rear view mirrors fall outside the 2 meter overall width control limit.
- 3.3.11.3 Reserved.
- 3.3.11.4 The firewall between the engine compartment and the passenger compartment, along with the floor of the passenger compartment and the tunnel, which forms part of the floor, may be removed and refabricated, in order to accommodate authorized non standard components. The new tunnel, floor and firewall may be fabricated from any material, including composite, but not titanium or carbon fibre.
- 3.3.11.5 Reserved.
- 3.3.11.6 Reserved.
- 3.3.11.7 Reserved.
- 3.3.11.8 Underbody protection – sump guards/skidplates/protection plates may only be made of steel, aluminium alloy or composite, but not carbon fibre.
- 3.3.11.9 A glass windscreen must be used all other glass may be replaced with polycarbonate material NOTE if the front windscreen is glued then it must be possible to remove the side windows or door without tools.
- 3.3.11.10 The basic production dashboard may be retained or remade in a similar shape and size in an alternative material which is non metallic (Carbon fibre is acceptable) all other trim should be removed.
- 3.3.11.11 Competitors intending to convert station wagons SUV's, panel vans etc. must obtain prior approval of the Commission, through the Technical Consultant, and be briefed on the Commission's specific interpretation of the SP rules and how they will apply to such vehicles.
- 3.3.11.12 Any form of aerodynamic device or variation in body shape that may be construed as an aerodynamic device, which may provide extra down force is banned.
- 3.3.11.13 The floor pan behind the crew may be cut and modified or remade to accommodate the fuel tank. The fuel tank and fuel lines must be separated from the cockpit by a liquid and fireproof bulkhead.

3.3.12 FUEL SYSTEM

- 3.3.12.1 The fuel tank size is free, however fuel tanks and their fillers must be housed inside the roll cage structure and fluid sealed from driver/passenger compartment.
- 3.3.12.2 Fuel pumps free.
- 3.3.12.3 Fuel coolers of the air to fuel type are permitted.

3.3.13 WEIGHTS

See article 1.1.1, 1.1.3 and 1.1.4

3.3.14 ELECTRICAL SYSTEM

- 3.3.14.1 Battery size, type and location – free. Lead acid batteries outside the crew compartment, or sealed in a leak proof box.
- 3.3.14.2 Wiring harness free.

- 3.3.14.3 Rear safety lights. See 1.3.2
- 3.3.14.4 Vehicle must have 2 additional brake lights.

3.3.15 COOLING SYSTEM

- 3.3.15.1 The engine cooling water radiator is free. The addition of electric water pumps to aid water cooling is permitted. The addition of ducting components to improve airflow through the radiator is permitted.
- 3.3.15.2 Transmission coolers – free
- 3.3.15.3 Power Steering coolers – free
- 3.3.15.4 All coolers must be housed within the standard bodywork profiles. And minimal cutting of internal bodywork only is allowed to accommodate the fitting of these systems.

3.3.16 GENERAL

- 3.3.16.1 There may be no electronic devices fitted to the vehicle which in any way control the suspension or braking system
- 3.3.16.2 No traction control system may be used whatsoever - even if this system was part of the standard production vehicle
- 3.3.16.3 Air cleaner system free, and position free- should air be passed through the passenger compartment only a pipe with a maximum Diameter of 110mm may be used. This system must incorporate the Air restrictor, which must be placed in the engine compartment. The induction system between the outlet of the specified air restrictor and the throttle valve must have a maximum volume of 10 litres or less.
- 3.3.16.4 No Tyre “deflation System” may be used.
- 3.3.16.5 Unless otherwise stated, the standard production parts from the exact vehicle used as a base vehicle must be used. I.e. Brakes, axles, wishbones, differentials, gearbox etc. If the standard parts are to be used, they must remain in their original position, unless otherwise allowed in the regulations.
- 3.3.16.6 **Track**
The track may be increased so as to fit inside the 2metre wide bodywork. (3.3.11.2). Seen in vertical projection, the body work must cover at least 120° of the upper circumference of the wheels (situated above the wheel axis as viewed from the side) The track measurement must be checked with the ride height set to a minimum of 300mm measured at the front under the sump guard
- 3.3.16.7 No on-board vehicle jacking system allowed.
- 3.3.16.8 No telemetry is permitted, but onboard data logging is allowed.
- 3.3.16.9 Fasteners used throughout the vehicle are free and production fasteners may be replaced by alternatives.
- 3.3.16.10 No titanium components are allowed, except if approved by the commission.
- 3.3.16.11 Onboard fire protection system is recommended for all vehicles competing in this class.
- 3.3.16.12 The use of electronic devices for communication (two-way radios/cell phones/intercoms) and route finding (odometers/GPS/Rally computers) purposes are allowed.
- 3.3.16.13 The vehicle shall be constructed to accommodate a crew of two.

3.4 PRODUCTION BASED VEHICLES SPECIFIC TO CLASS D

3.4.1 Engine To group N specification only

- 3.4.1.1 Naturally aspirated petrol engines with four cylinders or more and having , a maximum capacity of 4000cc, or alternatively, a Turbo Diesel Engine with a maximum capacity of 3200cc.
- 3.4.1.2 The engine must be from the same model range as the body and chassis.
- 3.4.1.3 The turbo charger fitted to a diesel engine selected must be homologated.
- 3.4.1.4. Exhaust manifold and exhaust system is free (see article 1.2)
- 3.4.1.5 Flywheel type and size are free but must be made of a material of the same

family of materials as the original, ie. steel for steel, aluminium for aluminium, etc.

- 3.4.1.6 Engine mountings are free, however the engine must remain in its original position. For alternative engines from the range, engine positioning to be in accordance with Addendum 1c.
- 3.4.1.7 Cooling systems for engine water, lubrication oil, power steering, gearbox and transmission oil are free, except that the bodywork regulations must be respected.
- 3.4.1.8 Air cleaner system and position is free.
- 3.4.1.9 Air conditioners and heaters may be removed.
- 3.4.1.10 The ECU, wiring harness and sensor units for the engine are free.
- 3.4.1.11 Diesel engine intercoolers must comply with clause 3.1.11
- 3.4.2 **TRANSMISSION / DRIVE LINE**
 - 3.4.2.1 Drive 2x4 or 4x4.
 - 3.4.2.2 Clutch and pressure plates are free, but are restricted to a maximum of twin plates
 - 3.4.2.3 Gearbox may be replaced with any unit from the model range of the vehicle, or a commission approved gearbox. Gearbox mountings are free.
 - 3.4.2.4 Transfer case may be replaced with any unit from the model range of the vehicle, internals free or a commission approved unit. Transfer case mountings are free.
 - 3.4.2.5 Axle housings from the same model range as the vehicle may be used including rear housings being used in front and front axle housings being used at rear. Axle housings may be reinforced. Or a commission approved unit.
 - 3.4.2.6 Internal axle components are free. Including drive shafts, but these must be made of a ferrous metal and commission approved.
 - 3.4.2.7 Prop shafts and centre bearings are free, but the material from which they are made must be the same family of materials as the original.
- 3.4.3 **BRAKE SYSTEM**
 - 3.4.3.1 Standard braking system or disc brakes front and rear from a production vehicle – commission approved. A Racing pedal box system may be fitted to replace the standard system.
In addition: Friction material is free.
Hand brake system is free.
Brake bias valve may be added to the standard system.
Brake tubing / hoses and location free provided the quality is better or equivalent to the original.
- 3.4.4 **ELECTRICAL SYSTEM**
 - 3.4.4.1 Battery size, type and location are free.
 - 3.4.4.2 The rest of the system is free provided it complies with the safety standards.
- 34.5 **COOLING SYSTEM**
As per 3.3.15
- 3.4.6 **SUSPENSION**
 - 3.4.6.1 The original suspension pick up positions must be retained. Use of the original pick up brackets on the chassis is preferred, with additional reinforcing, but where strength and durability are a concern, particularly at the front, top, on Torsion bar conversions. A complete refabrication of this point is acceptable providing the pivot attachment position is retained as standard.
 - 3.4.6.2 Spring rates, torsion bar diameters as well as the free camber height of leaf springs are free.
 - 3.4.6.3 Shock absorbers as well as their mounting / location are free.
 - 3.4.6.4 Bump stops are free including the use of hydraulic bump stops.
 - 3.4.6.5 Suspension bush materials are free.
 - 3.4.6.6 Dual or any form of additional suspension medium is not permitted.
 - 3.4.6.7 Suspension travel maximum for Front Suspension 250mm. Suspension travel

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maximum for Rear Suspension 300mm. Method of measurement as per Definitions.

- 3.4.6.8 Anti-tramp rods may be added but these are restricted to one per side.
- 3.4.6.9 Leaf springs may be replaced with coil springs. As per the layout below Please refer to 3.3.7.1 for fitment detail



- 3.4.6.10 Front suspension
 - 3.4.6.10.1 Ball joints are free but must come from a production vehicle.
 - 3.4.6.10.2 Top wishbone is free but design must be commission approved for each, make and model.
 - 3.4.6.10.3 Bottom wishbone must be standard, but may be reinforced.
 - 3.4.6.10.4 Standard uprights must be retained. But may be reinforced to increase their strength.
 - 3.4.6.10.5 Steering rack or steering box must be standard or Toyota Land cruiser or production based, commission approved unit.
 - 3.4.6.10.6 All steering links and joints are free.

3.4.7 RIMS / TYRES

- 3.4.7.1 Rims and tyres are free provided they do not protrude past the width of the body. At least one third of the plan view of the tyre must be covered by the wheel arch bodywork when viewed from above.

3.4.8 CHASSIS

- 3.4.8.1 Standard production chassis of the same model as body and engine.
- 3.4.8.2 Chassis may be reinforced provided the original silhouette is retained.
- 3.4.8.3 Mounting points for roll cage, fuel tanks and other items may be added.
- 3.4.8.4 Bush bars, rear bumper and protection/skid plates may be added.
- 3.4.8.5 The chassis rail, in excess of 600mm, ahead of the centre line of the front wheel, may be removed. The rear part of the chassis may be removed from a point, no further forward, than 250mm in front of the centre of the rear axle. The chassis rail width shall remain as standard plus/minus 2%.
- 3.4.8.6 Unused mounting points for original items such as shock absorbers, exhaust, load body, fuel tank and spare wheel may be removed.
- 3.4.8.7 One rear cross member may be removed or relocated to accommodate the fuel tank or spare wheels.

3.4.9 BODY

This class is for bakkies only.

- 3.4.9.1 Body must be from the same model range and the chassis. The standard body profile when looking from the side, out to the front of the bonnet and fenders and to the rear of the cab must be retained. The same applies to the plan view, front view and rear view. The body must be maintained in its original position on the chassis from all points of view, i.e. height, longitudinal position etc.
- 3.4.9.2 All interior trim and door panels may be removed.
- 3.4.9.3 Standard dash may be removed and replaced with an instrument panel made of composite material. (carbon fibre is acceptable in this application.).
- 3.4.9.4 Seats shall be replaced with FIA approved types. Seat mountings shall be FIA approved or comply with FIA requirements.

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- 3.4.9.5 Rear seats may be removed.
- 3.4.9.6 A Glass windscreen must be used, all other glass may be removed and replaced with polycarbonate material. Note if the windscreen is glued in place then it must be possible to remove the side windows or doors without the use of tools.
- 3.4.9.7 Bonnet and fenders may be replaced with fibreglass replicas, provided the original shape and profile are retained.
- 3.4.9.8 The load body of a bakkie may be removed, provided the side panels or fibreglass replicas of the panels are retained. The load body panels must be extended rear wards to the extent where rear most point corresponds to the intersection of a line of a horizontal line from the top of the rear wheel and the 50 degree angle placed against the rear wheel. (See Addendum 1a)
- 3.4.9.9 Vents or scoops may be added to the roof for ventilation. Where additional vents and scoops are required for functional reasons to aid cooling, these additions are subject to the specific approval of the commission through the technical consultant, in writing.
- 3.4.9.10 The standard fenders may not be flared. Commercially available over-fenders may be fitted.
- 3.4.9.11 A bakkie rear cab window may be replaced with polycarbonate type material.

3.4.10 FUEL SYSTEM

- 3.4.10.1 Fuel tank, capacity and location are free. Fuel tank construction as well as the mounting thereof shall be approved by the MSA Technical Consultant.
- 3.4.10.2 Fuel filters, pumps and pipes are free.

3.4.11 CREW

- 3.4.11.1 Two crew members.

3.4.12 MINIMUM WEIGHT AND INLET AIR RESTRICTORS

- Minimum weight for petrol powered vehicles 1750kg
- Minimum weight for Diesel powered vehicles 1800kg
- Inlet air Restri
- Petrol engines---30mm
- Turbo diesels----37mm

3.5 PRODUCTION BASED VEHICLES SPECIFICATIONS SPECIFIC TO CLASS E

3.5.1 ENGINE

- 3.5.1.1 Four (4) Cylinder or less naturally aspirated petrol or turbo charged diesel. Petrol maximum capacity 3500cc. Diesel maximum capacity 3000cc
- 3.5.1.2 The engine must be from the same model range as the body and chassis.
- 3.5.1.3 All vehicles completed after December 1, 2010, must be fitted with group N specification engines.
- 3.5.1.4 The original turbo unit must be retained.
- 3.5.1.5 All vehicles selected to run in this class that are fitted with fuel injection as standard system. Must retain the standard system. The system includes the inlet manifold and standard throttle body. The air valve may be enlarged provided it is still housed within the standard throttle body. Internal porting and metal removal only is allowed.
- 3.5.1.6 Intake manifold for carburettors is free.
- 3.5.1.7 Exhaust manifold and exhaust systems are free.
- 3.5.1.8 Flywheel type, material and size are free but must be made of a material of the same family of materials as the original, ie steel for steel, aluminium for aluminium etc.
- 3.5.1.9 Engine mountings are free provided the engine retains its original position in all directions. For alternative engines from the range, engine position to be in accordance with Addendum 1c
- 3.5.1.10 Water radiator is free but must retain its original position in all directions.
- 3.5.1.11 Air cleaner system and position is free.
- 3.5.1.12 Air conditioners and heaters may be removed.
- 3.5.1.13 Piggyback, remapped and direct replacement ECU's are permitted. The engine wiring harness, connectors and sensors are free. The air mass sensor is free. No

- telemetry is permitted. No traction control systems or devices are permitted.
- 3.5.1.14 Maximum compression ratio 10.5:1 no plus tolerance, except for diesels.
- 3.5.2 **TRANSMISSION / DRIVE LINE**
- 3.5.2.1 Drive 2x4 or 4x4.
- 3.5.2.2 Clutch and pressure plates are free.
- 3.5.2.3 Gearbox may be replaced with any unit from the model range of the vehicle. Transfer case mountings are free, as are the internals.
- 3.5.2.5 Front diff output shafts are free.
- 3.5.2.6 Front drive shafts are free.
- 3.5.2.7 Axle housings from the same model range as the vehicle may be used including rear housings being used in front and front axle housings being used at rear. Axle housings may be reinforced.
- 3.5.2.8 Internal axle components are free.
- 3.5.2.9 Prop shafts and centre bearings are free, but the materials from which they are made must be the same family of materials as the original.
- 3.5.3 **BRAKING SYSTEM**
- 3.5.3.1 Standard braking system to be retained in its entirety, with the exception of the items listed below.
- 3.5.3.2 Friction material is free.
- 3.5.3.3 Hand brake system is free.
- 3.5.3.4 Brake bias valve may be added to the standard system.
- 3.5.3.5 Brake tubing / hoses and location free provided the quality is better or equivalent to the original.
- 3.5.4 **ELECTRICAL SYSTEM**
- 3.5.4.1 Battery size, type and location are free. The rest of the system is free provided it complies with the safety standards.
- 3.5.5 **SUSPENSION**
- 3.5.5.1 The original suspension mounting points must be retained, but may be reinforced.
- 3.5.5.2 Spring rates, torsion bar diameters as well as the free camber height of leaf springs are free.
- 3.5.5.3 Original suspension components may be reinforced only and may not be changed.
- 3.5.5.4 Shock absorbers and their mounting points of shock absorbers are free.
- 3.5.5.5 Bump stops are free, Including the use of hydraulic bump stops.
- 3.5.5.6 Suspension bush materials are free.
- 3.5.5.7 Duel or any form of additional suspension medium is not permitted. Except in the case of 3.5.5.10
- 3.5.5.8 Suspension travel maximum for Front Suspension 250mm Suspension travel maximum for Rear Suspension 300mm Method of measurement as per Definitions.
- 3.5.5.9 Anti-tramp rods may be added. (location rods that prevent the axle winding up the rear leaf spring under torque).
- 3.5.5.10 Torsion bar suspension may be converted to coil springs. In order to overcome the problem with standard torsion bar front suspension systems that fail under off road racing conditions, torsion bar suspension systems may be replaced by a coil spring system, or a coil spring system may be fitted in addition to a standard torsion bar system to increase its durability
- 3.5.5.11 Leaf spring suspension at the rear, must be retained.
- 3.5.6 **RIMS / TYRES**
- 3.5.6.1 Rims and tyres are free provided they do not protrude past the width of the body. At least one third of the plan view of the type must be covered by the wheel arch bodywork when viewed from above.
- 3.5.7 **STEERING**
- 3.5.7.1 Power steering is permitted.

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- 3.5.7.2 A steering box or steering rack fitted as standard may be replaced with a Toyota Hilux or Land Cruiser unit.
- 3.5.7.3 All steering links and joints are free.
- 3.5.8 **CHASSIS**
 - 3.5.8.1 Standard production chassis of the same model range as the body and engine.
 - 3.5.8.2 Chassis may be reinforced provided the original silhouette is retained.
 - 3.5.8.3 Mounting points for roll cage, fuel tanks and other items may be added.
 - 3.5.8.4 Bush bars, rear bumper and protective/skid plates may be added.
 - 3.5.8.5 No part of the original chassis rail may be removed.
 - 3.5.8.6 For monocoque construction vehicles the total monocoque must be retained and only reinforcing is permitted.
 - 3.5.8.7 Unused mounting points for original items such as shock absorbers, exhaust, load body, fuel tank and spare wheel may be removed.
 - 3.5.8.8 One rear cross member may be removed or relocated to accommodate the fuel tank or spare wheels.
- 3.5.9 **BODY**
 - 3.5.9.1 Body must be from the same make and model range as the chassis. The standard body profile then looking from the side, out to the front of the bonnet and fenders and to the rear of the cab must be maintained. The same applies to the plan view, front view and rear view. The body must be maintained in its original position on the chassis from all points of view, i.e. height, longitudinal position etc.
 - 3.5.9.2 All interior trim and door panels may be removed.
 - 3.5.9.3 See 3.4.8.3.
 - 3.5.9.4 Seats shall be replaced with FIA approved types. Seat mountings shall be FIA approved or comply with the FIA requirements.
 - 3.5.9.5 Rear seats may be removed.
 - 3.5.9.6 See 3.4.8.6.
 - 3.5.9.7 Bonnet and fenders may be replaced with fibreglass replicas, provided the original shape and profile are retained.
 - 3.5.9.8 The load body of a bakkie may be removed, provided the side panels or fibreglass replicas of the panels are retained. (See 3.4.8.8)
 - 3.5.9.9 A station wagon rear and side windows may be removed or replaced with fibreglass or aluminium panels.
 - 3.5.9.10 The floor or the rear body section of a station wagon may be removed, provided there is a firewall between the occupants and the fuel tanks.
 - 3.5.9.11 Vents or scoops may be added to the roof for ventilation.
 - 3.5.9.12 The fenders may not be flared.
 - 3.5.9.13 A station wagon rear doors may be removed.
 - 3.5.9.14 A bakkie rear cab window may be replaced with polycarbonate type material.
- 3.5.10 **FUEL SYSTEM**
 - 3.5.10.1 Fuel tank, capacity and location are free. Fuel tank construction as well as the mounting thereof shall be approved by the MSA Technical Consultant.
 - 3.5.10.2 Fuel filters pumps and pipes are free.
- 3.5.11 **CREW**
 - 3.5.11.1 Two crew members.
- 3.5.12 **MINIMUM WEIGHTS AND RESTRICTORS**
 - Weights**
 - 3.5.12.1 Below and including 3000cc - 1700kg
Over 3000cc up to and including 3500cc is 1750kg.
 - 3.5.12.2 Restrictors
Petrol as per 1.1.3 and diesel is 39mm
- 3.6 **RESERVED**
- 3.7 **RESERVED**

REFER TO MSA WEBSITE FOR ADDENDUMS - 1a; 1b; 1c

2012 SOUTH AFRICAN OFF ROAD CAR CHAMPIONSHIP REGULATIONS AND SPECIFICATIONS

1. 2012 CHAMPIONSHIP SERIES

- 1.1 The 2012 MSA motorsport calendar is available from MSA and gives details of the championship series.

2. AIMS OF THE SOUTH AFRICAN OFF ROAD CAR RACING CHAMPIONSHIPS

- 2.1 To declare the following champions:
 2012 South African Off Road Car Racing Special Vehicle Category Champion Driver
 2012 South African Off Road Car Racing Special Vehicle Category Champion Navigator
 2012 South African Off Road Car Racing Production Vehicle Category Champion Driver
 2012 South African Off Road Car Racing Production Vehicle Category Champion Navigator
- 2.2 A competitor will count his/her scores for one event less than the total number of events run.
- 2.3 A competitor's category points only will be used to determine his/her score in the Championship.
- 2.4 An event will only count towards the category championship.

3. CLASSES

- 3.1 To determine the 2012 Off Road Car Racing class winners, the competitor's class points will be used to determine his/her score.
- 3.2 A competitor will count his/her scores for one event less than the total of events run.
- 3.3 The class will score towards the Off Road Car Racing class championship in respect of the number of starters as follows:
- | | | |
|--------------------|---|----------------|
| 6 or more starters | - | full points |
| 5 starters | - | from 2nd place |
| 4 starters | - | from 3rd place |
| 3 starters | - | from 4th place |
| 2 starters | - | from 5th place |
| 1 starter | - | from 6th place |
- 3.4 The following classes will count towards the 2012 championship:
 Special Vehicles (Frames) A, B and P
 Production Vehicles - SP, D and E.

4. POINTS SCORING

- 4.1 The allocation of category and class points are as follows:

Position	Category	Class	Position	Category	Class
1st	25	20	9th	7	7
2nd	19	16	10th	6	6
3rd	15	13	11th	5	5
4th	12	12	12th	4	4
5th	11	11	13th	3	3
6th	10	10	14th	2	2
7th	9	9	15th	1	1
8th	8	8			

- 4.2 Marathon events will be allocated one and half times normal points.
 Any competitors not having completed Day 1 but who re-entered and completed day 2 would score 50% of points as per article 4.1 as the first competitor after the last scoring

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competitor of the full event in his class. Example. If you finished first in the day 2 event starters you would be added as if you finished behind the last car completing the whole race in your class. So if the last car in your class that finished the whole race came in 12th position you would get half of 13th place/ class points.

4.3 **Separation of Ties**

In the event of a tie at the end of a season, the competitor with the greatest number of category and thereafter class wins will be declared the winner. If this does not resolve the tie then the greatest number of seconds will count, failing this thirds and so on. If this is still ineffective the MSA Off Road Car Racing Commission will declare the winner on such a basis, as it deems fit.

5. **AIM OF THE SOUTH AFRICAN OFF ROAD CAR RACING PRODUCTION VEHICLE MANUFACTURER'S CHAMPIONSHIP**

5.1 To declare a South African Off Road Car Racing Production Vehicle Manufacturer's Champion.

5.2 **Eligibility:**

The championship will be open to all motor manufacturers entering vehicles, which comply with clause 3 of the Production Vehicle Category Regulations - Part II: Classification and Vehicle Specifications for Off Road Motor Vehicles.

5.3 **Number of Events To Count**

All events will count towards the Production Vehicle Manufacturer's Championship

5.4 **Points Scoring:**

Position Category		Position Category	
1st	25		
2nd	19	10th	6
3rd	15	11th	5
4th	12	12th	4
5th	11	13th	3
6th	10	14th	2
7th	9	15th	1
8th	8		
9th	7		

5.5 Points will be accumulated by vehicles of the same marque.

5.6 **Separation of Ties:**

In the event of a tie at the end of the season the manufacturer with the greatest number of accumulated points on the first event of the season will be declared the winner. If this does not solve the tie, then the greatest number of accumulated points on the second event will count, failing which the third event and so on. If this is still ineffective the MSA Off Road Car Racing Commission will declare the winner on such a basis, as it deems fit.

REGULATIONS AND SPECIFICATIONS FOR THE 2012 MSA NATIONAL 4X4 CHALLENGE CHAMPIONSHIP SERIES

ART

1. ELIGIBILITY OF COMPETITORS

- 1.1 Open to competitors holding a current South African Competition license valid for 4x4 Challenges.
- 1.2 Competitors must hold a National competition license (Annual or One-event) to score points towards the National as well as Regions 4x4 Challenge Championship. Annual or One-Event licenses must be acquired prior to the event date.
- 1.3 Only one entry per vehicle will be accepted.
- 1.4 Drivers and Co-Drivers may only compete in one vehicle on the day of the event.
- 1.5 Drivers must be a minimum of sixteen (16) years old and Co-drivers must be a minimum of fourteen (14) years old.

2. ELIGIBILITY OF VEHICLES

- 2.1 The competition will be open to any lightweight 4-wheel drive vehicles for which a Code B (old code 08) driver's licence would normally be required and qualifying to compete in the classes as defined below.
- 2.2 No trucks or heavy vehicles will be permitted.
- 2.3 The Organisers reserve the right to exclude vehicles at their discretion, deemed not suitable for this type of event or damaging to the obstacle course because of excessive weight, size of tyres construction of vehicle or any other reason. The decision to exclude such a vehicle will be done in consultation with the Stewards of the Meeting. Any objection against such a decision will therefore become the subject of an Appeal as to the future participation of the vehicle in question. The full entry fee for the event, from which the vehicle is excluded, will be refunded to the competitor.
- 2.4 The following vehicle specific rules will be fixed until the end of 2013 season, unless for safety reasons.

3. CLASSIFICATION

- 3.1 Super Modified Vehicles
- 3.2 Production Modified Vehicles
- 3.3 Modified Vehicles
- 3.4 Street Legal Locker Class Vehicles
- 3.5 Standard Production Vehicles

4. VEHICLE SPECIFICATIONS

4.1 General

- 4.1.1 Production vehicles shall be production based 4-wheel drive vehicles of which a recognised manufacturer has manufactured fifty (50) or more of the same model.
- 4.1.2 Where permitted, modifications to body work must be done professionally to ensure that the looks and image of the vehicle is maintained, at the discretion of the Scrutineers.
- 4.1.3 Only differentials from lightweight standard production vehicles (below 3500kg GVM) may be used.
- 4.1.4 Brakes may be upgraded but brakes operating independently on individual wheels will only be permitted in Super Modified Class.
- 4.1.5 Exhausts systems are unrestricted provided that they meet with the dBa limit as defined by

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MSA.

- 4.1.6 Should any entrant have doubt as to the classification of his vehicle, he must obtain a ruling in writing from the Technical Committee before entering an event.
- 4.1.7 All vehicles participating in the 4x4 Challenge Series must have an audible warning system fitted that will allow the driver to warn bystanders. This can be either a horn or a reverse alarm.
- 4.1.8 All vehicles must have some form of protection between the engine and the driver's compartment, suitable and sufficient in the case of:
 - a) fire for preventing the passage of flame,
 - b) rotating engine and driveline components,
 - c) as well as hot or pressured fluids.

4.2 Super Modified Vehicles

- 4.2.1 This is an open class and covers all 4-wheel drive vehicles not complying with the classification of the other classes as set out in these regulations and specifications.

4.3 Production Modified Vehicles

There is no limit to changes or modifications except for the following:

- 4.3.1 The body shell must resemble a standard 4-wheel drive production vehicle and may not be altered in such a way that the vehicle becomes unrecognizable to the general public.
- 4.3.2 Load bodies may be changed or modified provided that a floor panel or lid as well as sides and back are not less than 150mm high, following the lines of the cab and stretching over the back wheels. When reversing into a vertical wall, the body must touch before the wheels.
- 4.3.3 Doors may be removed. Safety nets must be fitted in the absence of the doors.
- 4.3.4 Body parts such as mudguards, bonnets, firewalls and floor panels may not be removed or substituted by transparent material.
- 4.3.5 Wheel-arch flares may be added and mudguards modified to accommodate bigger wheels, taking into consideration that the recognizable shape and profile of the vehicle must be retained.
- 4.3.6 The chassis and differentials of the vehicle must be of a standard 4-wheel drive production vehicle. The chassis may be lengthened, shortened, narrowed or widened. The front end may not be cut shorter than the centre of the front axle and the back end not to be shorter than 400 mm in front of the centre of the back axle.
- 4.3.7 Pneumatic and/or hydraulic suspension types are permitted as long as they are not adjustable while driving, or navigating an obstacle.
- 4.3.8 Rear wheel steering is not permitted.
- 4.3.9 Limited slip, locked differentials or traction control in the front and/or rear axle will not be permitted.
- 4.3.10 Vehicles fitted with lockable differentials may compete in these classes provided that the locking facilities are disabled to the satisfaction of the Scrutineers.
- 4.3.11 The use of a mechanically split transfer case, to achieve rear or front wheel drive only, is allowed.
- 4.3.12 Maximum tyre size is 35" outer diameter.

4.4 Modified Vehicles

There is no limit to changes or modifications except for the following:

- 4.4.1 Pneumatic and/or hydraulic suspension types are permitted as long as they are not adjustable while driving, or navigating an obstacle.
- 4.4.2 Rear wheel steering is not permitted.
- 4.4.3 A production chassis is not required.
- 4.4.4 Limited slip, locked differentials or traction control in the front and/or rear axle will not be permitted.

- 4.4.5 Vehicles fitted with lockable differentials may compete in these classes provided that the locking facilities are disabled to the satisfaction of the Scrutineers.
- 4.4.6 The vehicle must have a minimum "cab" width of 1200mm. This size must be maintained for a minimum of 500mm between the 2 axles.
- 4.4.7 Driver and co-driver must be suitably protected from rotating engine and driveline components well as hot or pressured fluids.
- 4.4.8 Minimum body panels required are:
 - a) Bonnet to cover top of engine,
 - b) Area from pedals to back of seat on side of vehicle must be adequately covered to protect the driver and co-driver.
- 4.4.9 The use of a mechanically split transfer case, to achieve rear or front wheel drive only, is allowed.
- 4.4.10 Maximum tire size is 35" outer diameter.

4.5 Street Legal Locker Vehicles

There is no limit to changes or modifications except for the following:

- 4.5.1 The vehicles must be roadworthy to the Scrutineers satisfaction.
- 4.5.2 The standard production body shell, including the doors, windscreen, load body, mudguards and bonnet must be retained, without altering the shape. Reinforcement may be made to these components.
- 4.5.3 The chassis and body shell may be professionally shortened, but not narrowed.
- 4.5.4 The suspension type may be changed, eg. leaf springs to coil springs. Aftermarket coil-over shock absorbers will not be permitted.
- 4.5.5 Bumpers may be removed and replaced with bumpers or bush bars not detracting to the looks and image of the vehicle, to the discretion of the Scrutineers.
- 4.5.6 A body lift kit may be fitted provided that the vehicle retains roadworthiness.
- 4.5.7 Running boards may be removed and guards, to protect the sides and underside of the vehicle, may be fitted.
- 4.5.8 Doors may not be removed unless the manufacturer provides this facility by means of a quick release system. Safety nets must be fitted in the absence of the doors.
- 4.5.9 Inner fenders may be modified and vertical external panels may be modified and wheel arch flares added to accommodate bigger wheels, taking into consideration that the recognisable shape and profile of the vehicle must be retained.
- 4.5.10 Any engine and transmission system and axles from a lightweight standard production vehicle must be used.
- 4.5.11 A power steering may be fitted.
- 4.5.12 Rear and front limited slip and locked differentials are permitted.
- 4.5.13 The use of a mechanically split transfer case, to achieve rear or front wheel drive only, is allowed.
- 4.5.14 Maximum tire size is 35" outer diameter.

4.6 Standard Production Vehicles

No changes or modifications are permitted except for the following:

- 4.6.1 The vehicles must be roadworthy and licensed. Proof to the Scrutineers' satisfaction may be required.
- 4.6.2 The standard production chassis and body shell, including the doors, windscreen, load body, mudguards and bonnet must be retained and neither the shape nor the material may be altered. Reinforcement may be made to these components.
- 4.6.3 Bumpers may be removed and replaced with bumpers or bush bars not detracting from the looks and image of the vehicle, to the discretion of the Scrutineers.
- 4.6.4 A body lift kit may be fitted provided that the vehicle retains roadworthiness.
- 4.6.5 Running boards may be removed and guards, to protect the sides and underside of the vehicle, may be fitted.

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- 4.6.6 Doors may not be removed unless the manufacturer provides this facility by means of a quick release system. Safety nets must be fitted in the absence of the doors.
- 4.6.7 Moulded rubber or plastic wheel arch flares may be added but the original bodywork must remain standard.
- 4.6.8 Limited slip or locked differentials may be installed in the rear axle.
- 4.6.9 Limited slip or locked differentials in the front axle will not be permitted.
- 4.6.10 Vehicles fitted with lockable front differentials may compete in this class provided that the locking facilities are disabled to the satisfaction of the Scrutineers.
- 4.6.11 Vehicles with factory fitted traction control will be permitted with a penalty of 30 points for the day.
- 4.6.12 The suspension mounting points may be modified or reinforced but the original suspension type (i.e. leaf or coil springs, beam axles or independent suspension) must be retained.
- 4.6.13 The engine, transmission system and axles must be items used in production vehicles by the same manufacturer and model as the body and chassis.
- 4.6.14 Limited engine and gear ratio changes are allowed.
- 4.6.15 Maximum tire size is 33" outer diameter.

5. GENERAL CONDITIONS APPLICABLE TO ALL CLASSES

- 5.1 All vehicles must, in the opinion of the Organisers, be safe and capable of completing the course. Brakes and steering mechanisms will be strictly scrutineered and normal safety requirements, such as properly secured batteries, will be checked. It is strongly advised that firewalls be fitted and bucket seats be used for the competitor's own safety.
- 5.2 A fire extinguisher, easily removable and fitted in a place easily accessible to driver, codriver and officials, must be carried at all times. The fire extinguisher shall have a minimum capacity of 2kg and proof of purchase or service within the preceding twelve months shall be furnished. Fire extinguishers containing carbon tetrachloride shall not be used. The Chief Marshal at each obstacle will ensure that there are two (2) 1kg fire extinguishers placed at each obstacle, one at the starting gate and one at the finishing gate. In the event that a competing vehicle causes a fire that has to be extinguished with the marshal's fire extinguisher, that competitor will have to pay the Marshal's Association a fee of R100.00 for servicing and filling thereof. Competitors failing to comply with this ruling will not be allowed to start the next event on the calendar until this account is settled.
- 5.3 Vehicles with a passenger compartment and roof must be fitted with a roll bar. Open vehicles must be fitted with roll cages.
- 5.4 Roll bars and roll cages must be:
 - 5.4.1 Adequately mounted and positioned in such a way that the competitors are protected at all times.
 - 5.4.2 Constructed of steel tubing of minimum 32mm diameter with a minimum wall thickness of 2.5mm or 50mm diameter and higher with 2mm wall thickness. Tubes must have holes of 6mm diameter drilled into all members for checking the tube thickness.
 - 5.4.3 Mounted on the chassis, if the vehicle is fitted with a glass fibre body.
 - 5.4.4 A diagonal member or cross members, joining the main roll bar not more than 150mm from the top or bottom must be fitted.
 - 5.4.5 All welding must be of the highest quality with full penetration over the full perimeter of the tube.
 - 5.4.6 Headspace of at least 50mm shall be allowed between the outer surface of the roll cage and the top of the helmet of a competitor, when seated normally.
 - 5.4.7 Any design deviating from the specification must be presented to the Technical Committee and a ruling in writing obtained as to the safety of the vehicle, before entering an event.
- 5.5 Vehicles must be fitted with an internationally approved (FIA) safety harness. The

- scrutineer will inspect the expiry date on the harness. Up to five (5) years beyond their normal expiry date may be allowed. (See MSA General Circular 1/2011 for conditions.) Competitors must wear safety harnesses in all obstacles.
- 5.6 All open type vehicles or vehicles without functional side windows must have safety nets, securely fitted, covering the door or window opening from the top of the windscreen height to the bottom of the door opening for the full width of the door. The net must not have openings of more than 70mm square and must be capable of withstanding the weight of the competitor. Vehicles with functional windows must close the windows to 70mm below the top of the window frame if no nets are fitted. Doors must be properly secured at the discretion of the Scrutineers and a door opening in an obstacle will result in the competitor forfeiting all points for that specific obstacle.
- 5.7 All vehicles must be fitted with recovery hooks at back and front, securely bolted down (welding is not acceptable) and easily accessible. Recovery hooks must be painted red and must accept a rope loop to be secured without requiring the use of shackles or other such attachments.
- 5.8 Only standard tyres rated for use on the road and with a minimum speed rating of 100 kilometers per hour, will be permitted. Paddle tyres, tyre chains, studs, double wheels, etc. may not be used. The maximum tyre size permitted in this form of competition is 940mm (37") for Super Modified and 890mm (35") diameter for all other classes. Bead lock rims are permitted.
- 5.9 No loose objects will be permitted in a competing vehicle. Toolboxes, jacks, water bottles, etc. must be securely fastened or removed from the vehicle before starting an obstacle.
- 5.10 Where additional petrol tanks are fitted, the filler caps must be located on the outside of the vehicle and petrol caps must be properly sealed to avoid pollution and fire hazard.
- 5.11 It is strongly recommended that vehicles be fitted with firewalls and guards over dangerous parts. The Scrutineer, in consultation with the Technical Committee, can exclude a competitor from competing if dangerous parts on his vehicle are not suitably protected.

6. GENERAL RULES

- 6.1 No competitor will be permitted to start the event unless he/she has satisfied the officials concerned that all necessary documentation has been completed.
- 6.2 Fire retardant driving suits (race suits) and lace-up shoes must be worn by all competitors. (A new competitor has a grace period of 3 events to comply. During that period a minimum of long cotton pants, short sleeve cotton shirt and lace-up shoes must be worn.)
- 6.3 Competitors may not start an obstacle until both driver and co-driver have their crash helmets on, safety harnesses fastened and safety nets secured.
- 6.4 The driver and co-driver may not undo their safety belts between the start and finish line of an obstacle. Offending competitors will forfeit all points for the specific obstacle if seen by a Marshal. (Disqualify).
- 6.5 Competitors will be permitted one (1) minute to inspect each obstacle, after which the Marshal will ask the competitor to proceed. Failure to abide by the ruling of the Marshal will lead to exclusion for that specific obstacle at the discretion of the Chief Marshal at that obstacle. (Disqualify).
- 6.6 The competitor may attempt the obstacle until he has lost all points for that particular obstacle, at which time his vehicle must be removed in such a way as to minimise damage to the obstacle. (Disqualify).
- 6.7 Competitors will draw the starting order for the first obstacle of the day from the Chief Marshals for the different classes after driver's briefing. Once drawn, swapping numbers with other competitors will not be allowed. The competitor that started the first obstacle first will fall into the back of the queue at the second obstacle and so on for the rest of the event. If a competitor falls out of the competition, ranks will be closed so one competitor does not start consecutive obstacles first.
- 6.8 After a vehicle has been involved in a roll (two wheels off the ground and unable to recover

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on its own), that vehicle must be re-inspected for safety reasons and signed off by the Scrutineer, before it will be allowed to enter the next obstacle. The Scrutineer will be in radio contact with the marshals at all times and can be called for scrutiny of the vehicle by asking the Chief Marshal of the class. A vehicle that has not been signed off by the scrutineer is not eligible to score points in any successive obstacles. All rolls by competitors will be duly noted on their score cards.

- 6.9 Organising clubs must ensure that their Recovery Personnel hold MSA's Exposed Official's insurance to ensure that they are properly insured in case of an accident.
- 6.10 The cut-off time for a group of competitors starting a new obstacle will be 17h00.

7. COMPETITION NUMBERS

- 7.1 Competition numbers (minimum letter size should be 70mm) and sponsors decals will be supplied by the Organisers at documentation and must be applied in a clearly visible position.
- 7.2 Vehicles without adequate space for competition numbers and/or sponsors decals must be fitted with a board, minimum size 300 x 400mm, to each side of the vehicle.
- 7.3 The first ten competition numbers will be allocated to drivers according to their overall finishing position in the MSA National 4x4 Challenge Championship Series the previous year.

8. CREWS

- 8.1 The driver and co-driver are deemed to be the crew and no other persons other than the crew and officials of the event will be permitted in or on the vehicle during the event.
- 8.2 Competitors will only score points toward the category entered, namely driver or co-driver as shown on the entry form.
- 8.3 Although the co-driver may not qualify to be in control of the vehicle during the event, he/she must be capable of taking control and recover the vehicle if necessary.

9. ROUTE

- 9.1 Different classes may be required to complete different obstacles or sections of obstacles.
- 9.2 The route will consist of twelve (12) obstacles of which at least two (2) will be progressive obstacles and two (2) penalty obstacles. One (1) may be a timed trial, should the terrain warrant it to be safe.
- 9.3 Crowd control must be maintained by demarcating the danger zones at obstacles by means of banner tape, leaving enough maneuvering space for the competitors. Spectator tape must be a minimum of 3m from a straight line joining two adjacent gateposts.
- 9.4 Obstacles shall be clearly marked by gates and competitors may not deviate from the route.
- 9.5 The exit to each obstacle must be extended and marked with banner tape of a different colour, clearly indicating where the obstacle has ended with the intention of improving crowd control.
- 9.6 The gates shall consist of two (2) gateposts clearly marked with banner tape, 3 m to 5 m apart.
- 9.7 The top of the gateposts must be not lower than one (1) meter and not higher than 1.5 m above ground level.
- 9.8 Organisers should make use of tubes in critical positions, suitably dimensioned to accept the post, which must be driven into the ground with about 20mm protruding. The length of the tube should not be less than 300mm in length.
- 9.9 Where a normal gatepost cannot be used or in areas where the normal peg-type gateposts are deemed to be unsafe for the drivers, plastic cones may be placed as a gatepost and the whole cone including the base will be regarded as part of the gatepost.
- 9.10 The top end of the gateposts must be bent over for safety reasons.
- 9.11 The Organisers reserve the right to alter the route or cancel any obstacle as deemed

- necessary.
- 9.12 No obstacle will be cancelled after one competitor has attempted and/or successfully completed it. If it is deemed necessary to alter an obstacle, after an attempt by a competitor, the competitor will be granted a second chance.
 - 9.13 Obstacles must be set out in a manner that allows participants to negotiate and/or complete the obstacle successfully. Progressive scoring may be used where it is envisaged that competitors may not be able to complete the obstacle successfully.
 - 9.14 Water and mud obstacles must not be deeper than 150 mm.
 - 9.15 Both posts of gates must be marked clearly with colour-coded 50mm duct tape. Starting gates with a double flag. The colours shall be: Red for Super Modified, Blue for Production Modified, Green for Modified and Yellow for Street Legal Lockers and White for Standard Production.
 - 9.16 The front wheel hubs may not pass through the designated starting gate when taking a roll back.

10. POINT SYSTEM AND TYPE OF OBSTACLES

10.1 General

- 10.1.1 A time limit will be imposed on each obstacle. A Marshal will start the clock as soon as the start signal is given and the competitor will be deemed to have completed the obstacle when the rearmost part of the vehicle crosses the imaginary line between the last two gateposts at the finish line.
- 10.1.2 If the organisers do not specify a time limit for an obstacle, a time limit of six (6) minutes will apply for the Super Modified class and four (4) minutes per obstacle will be applicable for all other classes. If the competitor has not completed the obstacle within the time given, the Marshal will stop the competitor. On penalty obstacles the competitor will forfeit all points for that specific obstacle. On Progressive obstacles the competitor will score progressive points up to that point.
- 10.1.3 The Marshal may call a time out at any given moment based on a spectator being in a dangerous position, the competitor disputing a decision by the Marshal or any other reason, at which time the clock will be stopped until such time as the Marshal indicates that the competitor may proceed in the obstacle. (Time Out).
- 10.1.4 If a competitor's vehicle, in the Marshal's judgement, cannot proceed any further in an obstacle and damages the obstacle by excessive spinning of wheels or in any other way, the Marshal will stop the competitor by blowing a whistle. The competitor must stop immediately and will be permitted to renegotiate the obstacle from the point where the Marshal stopped him. (Stop/Start).
- 10.1.5 Obstacles shall consist of a maximum of eight (8) numbered gates including start and finish gates.
- 10.1.6 A vehicle must enter the starting gate of an obstacle with its front hubs and all consecutive gates must be entered in the same manner.
- 10.1.7 Although no banner tape shall be used between gates for the purpose of demarcating the route, all points for the specific obstacle will be forfeited if a competitor touches the crowd control banner tape demarcating danger zones as specified in Clause 9.3 (Abandon Route).
- 10.1.8 All points for the specific obstacle will be forfeited if the competitor:
 - a) Requests to bypass the obstacle. (Bypass).
 - b) Becomes stuck in the obstacle. (Stuck).
 - c) Fails to start the obstacle. (No Start).
 - d) Permits any outside assistance in the obstacle. (Assist).
 - e) Must be towed out of the obstacle. (Tow Out).
 - f) Travel with two wheels over or outside the first gatepost demarcating the beginning of the route. (Abandon Route).
 - g) Travel with three wheels over or outside any other gatepost. (Abandon Route).

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10.2 Progressive obstacles (Forward Movement)

- 10.2.1 Progressive points will be awarded every time the centre of the front wheels of the vehicle passes through a gate with a maximum of sixty (60) points awarded per obstacle. Points will not be awarded for passing through the starting gate.
- 10.2.2 The number of points awarded to a competitor for passing through a gate must be indicated at the gate or at the start of each obstacle.
- 10.2.3 Twenty (20) points will be deducted if a competitor's vehicle touches a gatepost, regardless of the number of times the vehicle touches the specific gatepost. (Touch Post).
- 10.2.4 If the competitor's vehicle, in the Marshal's judgement, fails to proceed any further in an obstacle, after he was stopped by the marshals whistle a first time, and damages the obstacle by excessive spinning of wheels or in any other way, the Marshal will stop the competitor by blowing his whistle a second time and the competitor will be awarded progressive points less any penalties occurred up.
- 10.2.5 A competitor may voluntarily stop in the obstacle at any time and request to be awarded progressive points less any penalties occurred up to that point. (Stop). Points will be awarded for the furthest gate that the competitor has passed with the centre of his front wheels, even if the vehicle moves backwards. All penalties occurred up to the point the vehicle comes to a complete controlled standstill will be deducted.
- 10.2.6 A competitor is allowed only one rollback (10 point penalty) for this type of obstacle. If a competitor allows his vehicle to move backwards by engaging reverse or freewheeling for a second time, he will be awarded progressive points less any penalties occurred up to that point. (Roll Back).
- 10.2.7 If a competitor's vehicle travels with more than two wheels over or outside a gatepost he will be awarded progressive points less any penalties incurred up to that point. (Abandon Route/Stop).
- 10.2.8 All points for the specific obstacle will be forfeited if a competitor's vehicle crosses over its own tracks (loop) between gateposts (Abandon Route).
- 10.2.9 If a competitor times out, he will score progressive points up to that point. (time out)

10.3 Penalty obstacles

- 10.3.1 Sixty (60) points will be awarded when starting an obstacle.
- 10.3.2 Ten (10) points will be deducted every time a competitor allows his vehicle to move backwards by engaging reverse or freewheeling, to gain advantage in the Marshal's judgement. (Roll Back)
- 10.3.3 A competitor will only be allowed three (3) roll backs between each pair of gates and will forfeit all points for that specific obstacle if a fourth roll back is taken between the same pair of gates.
- 10.3.4 Twenty (20) points will be deducted when a competitor's vehicle touches a gatepost, regardless of the number of times the vehicle touches that specific gatepost. Touching only the duct tape on the gatepost does not constitute a banner touch. (Touch Post).
- 10.3.5 All points for the specific obstacle will be forfeited if the vehicle travels with more than two wheels over or outside a gate. (Abandon Route).
- 10.3.6 If the competitor's vehicle, in the Marshal's judgement, fails to proceed any further in an obstacle, after he was stopped by the marshals whistle a first time, and damages the obstacle by excessive spinning of wheels or in any other way, the Marshal will stop the competitor by blowing his whistle a second time. The competitor has to stop immediately, move backwards to a position from where he feels comfortable that the obstacle can be renegotiated and will be penalized for a roll back. (Roll Back).
- 10.3.7 All points for a specific obstacle will be forfeited if a competitor's vehicle crosses over its own tracks (loop) between gateposts (Abandon Route). However, driving forward past a gate post, reversing outside the obstacle and then entering the next gate will only be penalized by a Roll Back. (10 points)

10.4 Timed Trial

- 10.4.1 This obstacle will be constructed on a relatively flat surface, insuring that no section is of

an arduous, dangerous or demanding nature, i.e. sections which can be completed without other than timed penalty by all classes.

- 10.4.2 This obstacle must be fully enclosed by spectator banner. Touching the spectator banner will result in disqualification of the obstacle.
- 10.4.3 The start / finish "garage" will be demarcated with two gates (four pegs), 4m wide and 6m long. Spectator banner will be strung along the sides. Touching the spectator banner will result in disqualification of the obstacle.
- 10.4.4 The course will be set out with gates that are 4m wide.
- 10.4.5 60 points will be awarded at the start of the timed trail.
- 10.4.6 The time will be measured from when the vehicle sets off until the vehicle comes to a complete stop between the garage posts. Should the vehicle overshoot the garage posts, the time will keep on running until the vehicle is correctly parked between the gateposts.
- 10.4.7 One point will be deducted for every second on the timed trail as timed by the marshals.
- 10.4.8 Ten (10) points will be deducted for the touch of every gatepost.
- 10.4.9 Twenty (20) points will be deducted for missing a gatepost.
- 10.4.10 Competitors are allowed to cross their tracks for this type of obstacle only.

11. CONTROLS

- 11.1 After scrutineering, all vehicles must be impounded in an area demarcated for this purpose.
- 11.2 Competitors may not cross the starting line at any obstacle before receiving permission from the Marshal at the starting point to proceed.
- 11.3 Before starting an obstacle, the competitor must know the exact route, i.e. entrance and exit gates, etc., and must satisfy himself that the obstacle is clear of vehicles and spectators and that all banner posts are in an upright position.
- 11.4 After finishing an obstacle, the competitor must stop at the finishing point. The score sheet must be marked and signed by the Marshal as well as the driver or co-driver before moving on to the next obstacle. The marshals or Clerk of Course may only change the signed score sheet after a successful and proper consultation with the appropriate competitor.

12. SERVICING AND ASSISTANCE

- 12.1 No assistance is permitted within the boundaries of an obstacle. If a vehicle cannot complete an obstacle because of breakage or any other cause, all points will be forfeited as obstacle failure and no second chance will be permitted.
- 12.2 The co-driver must be in the vehicle before an obstacle is started. Failure to comply will result in his exclusion for the balance of the event.
- 12.3 If a competitor's vehicle needs urgent repairs, he may elect to do such repairs by falling out of the competition for the duration of the repairs.
- 12.4 The competitor and/or vehicle may not leave the terrain on which the event is presented, during the duration of the event, without permission from the Clerk of the Course.
- 12.5 Upon completion of the repairs, the competitor may return to the competition provided that he re-enters the competition in his original starting position, rotation order and group to which he was assigned by the Clerk of the Course at the beginning of the event. Once the group has moved away from a completed obstacle, the repaired vehicle will not be permitted to enter this obstacle. All points for obstacles missed by the competitor during his absence will be forfeited.
- 12.6 No 4-wheel drive vehicle will be permitted to attempt or enter an obstacle without 4-wheel drive being operational. Once the competitor has moved into the obstacle, he may disengage 4-wheel drive if required, provided that he does not damage the obstacle by excessive spinning of the vehicle's wheels or in any other way, in which case the Marshal will stop the competitor and he may only continue after 4-wheel drive has been engaged.

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13. EXCLUSION

Competitors will be excluded or regarded as non-finishers at the discretion of the Clerk of the Course for:

- 13.1 Failing to start and/or remain in the correct starting position.
- 13.2 Failing to stop at any control point and not carrying out the instructions as set out in these regulations.
- 13.3 Receiving two or more warnings by a Marshal, noted on his score sheets, for not stopping his vehicle when a Marshal blows his whistle and/or not abiding by the Marshals decision.
- 13.4 Finishing the event with a vehicle having a chassis, frame, sub-frame, body or engine different to that fitted to the vehicle at the start of the event.
- 13.5 Changing an obstacle by removing or shifting rocks, trees, etc.
- 13.6 Practicing on the course within thirty (30) days prior to an event.
- 13.7 Their vehicle leaking fuel while negotiating an obstacle.
- 13.8 If it is reported to the Organizer before 18h00 on the day of the event that a competitor did:
 - 13.8.1 Behave in a manner likely to prejudice the interest of motor sport generally;
 - 13.8.2 Drive dangerously, under the influence of liquor or drugs or without due consideration for other competitors or spectators;
 - 13.8.3 Permit a person not entered as the official driver or co-driver, to be in control of the vehicle from the period between documentation and having completed the last obstacle;
 - 13.8.4 Fail to declare to the Organisers, on the Incident Report Form obtainable from the Clerk of the Course, of any incident during the event involving any person or property;
 - 13.8.5 Commit any breach of the General Competition Rules of MSA and these Supplementary Regulations for which no specific penalties are stipulated.

14. AWARDS

- 14.1 For each event Trophies shall be awarded to drivers and co-drivers placed first, second and third in each class. Marshals also to be awarded.
- 14.2 In the case of a tie on an event, for the purpose of the prize giving the competitors' positions will be determined by taking into account firstly the number of obstacles on which full score have been achieved, and progressing down the scoring until the tie is broken.

15. EVENTS TO COUNT TOWARDS THE NATIONAL 4x4 CHALLENGE CHAMPIONSHIP SERIES

The National 4x4 Challenge Championship Series will consist of eight (8) events as per the 2012 MSA Calendar of which seven (7), will count towards the National 4x4 Challenge Championship. The 5 (five) points awarded for starting an event, will not be dropped. If less than 6 events are held all events will count towards the Championship (Refer GCR 233).

16. DRIVERS AND CO-DRIVERS CHAMPIONSHIP - POINT SCORING

- 16.1 The driver and co-driver of a specific vehicle will be awarded the same amount of points.
- 16.2 Points will be awarded for each event as follows:
- 16.2 Points will be awarded for each event as follows:

Five (5) points for starting an event.

1st - 30 points	5th - 12 points	9th - 4 points
2nd - 25 points	6th - 10 points	10th - 2 points
3rd - 20 points	7th - 8 points	
4th - 16 points	8th - 6 points	

If any class draws less than six (6) starters, the allocation of class points for that specific class will be as follows:

6 or more starters	Full points
5 starters	from 2nd place
4 starters	from 3rd place

- | | | |
|--|----------------------|----------------|
| | 3 starters | from 4th place |
| | Less than 3 starters | No points |
- 16.3 In the case of a tie on an event, the following procedures will be followed.
- 16.3.1 For the purpose of championship points to be awarded, class points for the positions the competitors would have achieved if it wasn't a tie, will be added together and divided equally between the competitors.
- 16.4 Class points will only be allocated to competitors if they achieve a minimum of twenty percent (20%) of the highest score for the day in their specific class.

17. AIM OF THE NATIONAL 4X4 CHALLENGE CHAMPIONSHIP SERIES

- 17.1 The aim of the National 4x4 Challenge Championship Series is:
- 17.1.1 To declare a Combined National 4x4 Challenge Champion Driver and Co-driver out of classes: Super Modifieds, Modified, Street Legal Locker and Standard Production Vehicles.
- 17.1.2 To declare a Production Modified National 4x4 Challenge Champion Driver and Co-driver.
- 17.2 The competitors with the highest overall points will be declared the Overall National 4x4 Challenge Champion Driver and Co-driver.
- 17.3 The competitors with the highest class points in the different classes will be announced the National 4x4 Challenge Class Winning Drivers and Co-drivers.
- 17.4 MSA will only declare a Combined National 4x4 Challenge Champion Driver and Co-driver and a Production Modified National 4x4 Challenge Champion Driver and Co-driver if an average of ten (10) competitors participates per event over the eight (8) National 4x4 Challenge Championship events during the year.
- 17.5 MSA will only announce National Class Winning Drivers and Co-drivers if a minimum of six (6) competitors entered the class in at least five (5) National 4x4 Challenge Championship events during the year.
- 17.6 In the case of a tie at the end of the season the competitor's position will be determined by taking into account the points scored in the dropped event firstly and secondly the number of class wins and progressing down the scoring until the tie is broken. (Refer GCR 229).
- 17.7 If this is still ineffective, MSA shall declare the winner on such a basis as it deems fit.



MOTORSPORT SOUTH AFRICA NPC

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**PROTEST / APPEAL / NOTICE OF INTENTION TO
APPEAL / INCIDENT REPORT / WITHDRAWAL OF ENTRY**

NAME OF EVENT: _____ DATE: _____

COMPETITOR NAME: _____ COMP. NO: _____

ADDRESS: _____ CELL #: _____

DETAILS: _____

COMPETITOR SIGNATURE: _____ DATE: _____ TIME: _____

PROTEST LODGED WITH: _____

SIGN RECEIPT OF PROTEST: _____ TIME: _____

FEES ATTACHED: _____ CASH / CHEQUE _____

COMPETITOR SIGNATURE: _____ COFC _____

PROTEST RECEIVED BY : _____ TIME: _____

MSA STEWARD

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OFFICIAL REMARKS

^{††} Delete not applicable