

2012 STANDARDISED SUPPLEMENTARY REGULATIONS
For WESTERN CAPE RALLIES (NOT CHANGEABLE)
To be read in connection with Event SR's and Program for the Event

JURISDICTION

This competition is held under the International Sporting Code of the Federation Internationale de l'Automobile (FIA), the General Competition Rules, Standing Supplementary Regulations of Motorsport SA, these Supplementary Regulations, together with the WC 5 / 2012 and WC 6 / 2012 Circulars and Amendments.

1. **ENTRIES / ENTRY FEE**

No entry will be accepted unless submitted on the official entry form, accompanied by the appropriate fee. (GCR 95 and 96) (Refer also GCR's 99 and 104).

1.1 The Organizers may, with the consent of the Stewards, permit a change of car or driver / Co-driver (navigator). Written application made by the entrant, submitted not later than one hour before the start of the event, provided that either a change of car / class or driver / co-driver (navigator) is required, but not both (GCR 99 vii and 152 viii).

1.2 Every Entrant / Driver / Co-Driver (Navigator) shall sign the declaration in terms of GCR 93

2. **STARTING ORDER**

2.1 The Organizers, taking the WC Seeding List into consideration, will determine the starting order. Refer Section C (3) of Circular WC 6 / 2012

2.2 The Organizers reserve the right to place a competitor who enters as a late entry, in his seeded starting position in which he would have been placed in terms of the Seeding List, had he entered timeously.

2.3 A crew may substitute one car for another, but may not change the starting position, subject to 2.2 above.

2.4 The first competing car will leave the Time Control at the Start Control at the given time in programme and the remaining competitors at 2-minute intervals.

3. **CLASSES**

Refer to WC 5 / 2012 - 5.2.1 and 5.2.2

4. **CREWS**

The crew shall consist of the same two persons for the entire duration of the event as disclosed on the official entry form

5. **HOLDING AREA & PARC FERMÉ**

A Start Holding Area will be in operation before the start of the event. (all vehicles to be in the holding area According to the time stipulated in the programme or Itinerary)
Parc Fermé will operate at the finishing point (SSR 180 and GCR 252).

6. **PRE-START REQUIREMENTS**

Only competitors who have paid the entry fee in full and have completed all the procedures will be allowed to start.

The following will be checked:

Administrative Checking.

- a) Current appropriate Motorsport licence (Rally) for Entrant, Driver and Co-driver / Navigator.
- b) Properly completed entry form signed by the Entrant, Driver and Co-Driver / Navigator
- c) Medical Details of both crew members up to date.
- d) **Valid** Provincial Drivers Licenses of the 'Credit Card' type. (Driver and/or a designated road section driver).

Scrutineering.

- a) Vehicles checked for eligibility, helmets, (FIA or SANS approved) safety harnesses, roll-cage and medical kit as well as regulation underwear (FIA APPROVED Refer SSR 163viii) / neck restraint for both Crew Members, 2 mounted fire extinguishers, triangles, medical board
- b) **Environmental** Mats to be available at scrutineering.

Holding Area.

- a) Proceed from Scrutineering to Pre Start Holding area as per directions in Road Book / Bulletin
Start Clearance Sheet – duly signed by the Event Secretary, Scrutineer and handed to the Pre-start Holding Area
IN Marshal and signed for on the appropriate page in the time card. (Clause 11 below)

7. **ROAD BOOK AND CONTROLS**

Competitors' attention is drawn to SSR 193 Sections 8 and 18.

8. **INOPERATIVE CONTROLS**

Should any time control at the start or end of a road section not be operative, the two relevant road sections should be run as one. In such case, the ideal times for the two road sections should be added together to establish a new ideal time between TC's that are still operating.

Should the FFC or SC (Stop Control) not be operative, the relevant stage will not be scored, but the ideal time for that road section will remain the same.

9. **REFUEL POINTS**

No refuel points will operate along the route.

10. **TIMING**

Refer to SSR 183. Timing will be done with hand held timepieces and recorded on a 'Time Card' supplied by the organisers

10.1 Refer WC 6 / 2012 Section B Part 14.

10.2 The timing of competitors on special stage rallies will commence from the time the competitor is instructed by the Control Official to start the special stage up to the time the competitor crosses the FFC line, thereafter the time will be recorded on the time card at the Stop control. By the Marshal.

11. **PENALTIES AND EXCLUSIONS**

11.1 Refer GCR 187, 188, 189, 190, 191 and 192.

11.2 Late arrival at pre-start Holding Area, 10 seconds per minute or fraction thereof for the first fifteen (15) Minutes, thereafter refusal to start.

11.3 Failure to have Start Clearance Sheet completed, signed and handed to Pre-start Holding Area **IN** Marshal will result in a Three Hundred Rand (R300.00) fine.

11.4 Having one crew member absent when presenting a car to any control after the start of the event - Exclusion. (Clause 4 above)

11.5 Not starting at your due start time at the start (Clause 10 above) 5 minutes added to Total Time.

11.6 **Exclusion Limit: - Lateness**

Shall be a maximum of **Thirty (30)** minutes in total. Refer also SSR193 18.8.3

Lateness will be penalised as per the 2012 MSA Handbook, Non-Circuit. (Refer SSR 193 clauses 18.6.9 & 18.8.2) and WC 6 / 2012 Section B 16.

11.7 Any contravention of Clause 17 below by competitors – Exclusion

11.8 Failure to start within **60 seconds** of your start time at a Start Special Stage Control – 5 minutes penalty (SSR 193.19.4)

11.9 Not following the route as detailed in the Road Book – Refer SSR 193, 8.1.1 and SSR 193, 8.2.1 – Exclusion.

11.10 FAILURE TO HAVE PASSAGE RECORDED AT ANY CONTROL – SSR 193.17.4

11.11 Refer WC 6 / 2011 Section B Clauses 13 and 15 and all penalties and/or exclusions as contained in the SR's.

11.11.1 A competitor shall be excluded if he is attended by a service vehicle or its crew during the progress of a special stage or in sections or places where servicing is prohibited by the SR's or in the Road Book.

11.11.2 SSR 193.19.2

11.12 Impossible Times – The Clerk of the Course may at his sole discretion adjust any special stage time that he deemed to be impossible – The Crew will be accorded a time of ten (10) seconds per kilometer or part thereof slower than the fastest car in the same class or if the offending crew is the only car in the class of 10 secs / km or part thereof slower than the fastest crew in the next lower class.

11.13 Handing in of Time Cards

In the event of a crew breaking down in a stage it is prohibited to remove the said car before the sweep car has collected the Time Card from the crew.

A penalty of R300.00 will be imposed on any crew who does not deliver their time card after withdrawing from the event to Rally control buy the time for results.

- 11.14 No cars are to be left in a stage unattended. One or both crew members must remain with the car until it is collected by the service crew or by other means. A penalty of R500.00 may be imposed on any crew who contravenes this clause.

12. **TIES**

Refer SSR 193. 22

13. **PROTESTS AND APPEALS**

Refer to Part (ix) and (x) of the MSA Handbook.

14. **RESULTS**

- 14.1 Partial Unofficial Classification will be posted as soon as they become available at which time any Dispute regarding times will be sorted. Provisional Final Classification will be posted not later than one (1) hour after the last car has completed the event.
- 14.2 Subject to protests, the Provisional Final Classification will become Final Official Classification one half hour after the announcement of the Provisional Final Classification at the finishing venue (Refer GCR200 viii).
- 14.3 The awards function will commence as soon as possible after the results become final.

15. **IDENTIFICATION AND PUBLICITY**

- 15.1 Refer to SSR's 167 and 168.
- 15.2 Competitors must supply their own competition numbers. The Organisers will provide advertising material if available and affixed as indicated.
- 15.3 Any competitor not displaying advertising material, if provided by the Organisers for the duration of the event, will forfeit any awards and / or prize money.

16. **SERVICE CREW**

- 16.1 As service crews are clearly connected with the rally, competitors are asked to ensure that their service crews obey all traffic regulations, especially in built-up areas. (Refer WC 6 / 2012 Section B 8, e); Ref SSR 173 and SSR 188c and SSR 193.11)
- 16.2 Servicing is prohibited at any point other than that described in the Service Guide / Road Book.
- 16.3 Service Crews are advised to familiarize themselves with the MSA Environmental Code in the MSA Handbook

17. **LITTERING AND EXCESSIVE NOISE**

The problem of littering on private property has been brought to our attention. Refer to MSA Environmental code

The problem of reckless driving and excessive noise has also been brought to our attention by various traffic departments. In view of the above, we are introducing one or more of the following punitive measures for substantiated instances of littering and excessive noise and / or reckless driving by Competitors / Service Crews, as determined by the Stewards: -

- 17.1 Exclusion from the Final Official Classification (Refer SSR's 187 a, 188 c)
- 17.2 Report to MSA.
- 17.3 Right to refuse entry in future events.

The attention of competitors is drawn to SSR 173 - Traffic Regulations and Speed Restrictions. Any contravention of this clause by competitors or service crews, one or all of the above will apply.

KINDLY NOTE THAT EMPTY FUEL CANS WILL BE REGARDED AS LITTER.

18. **MEDICAL FACILITIES / SAFETY PLAN**

- 18.1 A medical team will be available during the event
- 18.2 The telephone numbers of Hospitals / Ambulance Services in the areas that will be covered by the event will be included in the Safety Plan.

19. **GENERAL**

- 19.1 **Where SSR 193 is referred to in these Supplementary Regulations the full definition of each and every clause will be drawn from pages 3 thru 24 of the 2012 MSA handbook Non-Circuit.**

- 19.2 Public liability insurance is only valid while competing on the event as per the current MSA Policy. In the event of a competitor causing damage to property the excess will be payable by the entrant / competitor.

Policy N° 19377266 (R10, 000,000-00 // Excess R5, 000-00)

Competitors enter and compete at their own risk. The Organising Club and Officials decline liability in any accident caused by or to competitors and or their vehicles during the whole event. Entrants / Competitors will have no claim against the organisers or land owners of private property arising out of the act of default of or by them, their servants or Officials before or during or after the event.

20 **Regional SupeRally:**

A Crew and their entered car will be allowed to re-enter a Regional only event provided the reason for them not being able to complete a Special Stage or being time barred is of a 'minor nature' and the problem can be repaired / fixed before the restart of the Rally by the first competing Crew after a Service Park of a minimum 30 (thirty) minutes or a lunch break Service Park. The Clerk of the Course may require further technical checks to ensure safety. The start position of such a crew shall be at the discretion of the Clerk of the Course.

The Crew wanting to return to the Rally must inform the Clerk of the Course as soon as possible by cellular phone, then in writing stating the nature of the problem, estimated time it will take to repair, where and how they intend carrying out the repair.

Examples of problems of a 'minor nature':

1. Fuel pump failure
2. Misfire in engine
3. Wheel bearing failure where the wheel and the hub are still attached to the car
4. Two punctures at the same time

The returning Crew will be allowed to score in the Regional Championship provided they complete the Rally.

For the purposes of scoring, the returning Crew will be given a ten (10) minute penalty **plus the stage time of the slowest competitor** for each incomplete special stage up to the 'Lunch Break / Service Park', to be added to their total Rally time. This penalty will not be added to the exclusion limit for lateness.

The right of admission to private property is reserved.

WC Rally Sub Jan 2012 ver 0

Appendix A

Environmental Code

1. Environmental Mats

The use of Environmental Mats during servicing is compulsory. Refer MSA Environmental Code 18.7 and 14.13.3. Failure to comply with this regulation will result both in a cash penalty of R500, 00 and also be excluded from the results.

2. Fuel Cans and Refueling of Cars

In the case of confirmed spillage, a fine of R500, 00 will be levied and the relevant crew/s will have to clean up the spillage to the Landowner's satisfaction and pay the costs thereof.

3. Washing of Cars

The washing of cars at within the Centralized Service Area is only permitted using water. No detergents are to be used.

4. Revving of engines

Unnecessary and prolonged running and revving of engines must be avoided to prevent noise pollution anywhere near the start venue or any built up area in and around the rally area. Noise is a nuisance and can cause inconvenience and distress to members of the public.

5. Disposal of waste

Waste disposal bins will be available within the Centralized Service Area; make use of these or otherwise take any rubbish with you upon departure.

In particular, the Environmental Steward will check up on the following:-

- i) Environmental Mats
- ii) Storage of fuel cans
- iii) Spillage of fuel, oil, brake fluid, coolant etc causing ground or water pollution in the Service Area or anywhere on property, which is subject to strict environmental controls.