



2018

SSR'S FOR RALLYING



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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 National 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 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.

A 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 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.

163. *EQUIPMENT:

163.1 Roadworthy Condition:

Vehicles must be in roadworthy condition and must comply with the Motor Vehicle Ordinance of the province/country in which they are registered.

163.2 Safety Harnesses:

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 belt FIA approved harness (FIA Standard 8854/98) must be fitted.

In National Championship Special Stage Rallies a safety harness approved to FIA Standard 8853/98 (5 or 6 point safety belts) is mandatory in Class R2N.

Note must be taken of the validity date on the label on the belts of the safety harness. No safety harness may be used after the expiry date stated on the label.

The safety harness installation must conform to the requirements of FIA Appendix J Art 253 Article 6.2. A safety harness must be used in its homologated configuration without any modification or removal of parts, and in full 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. Harnesses must also be replaced if metal parts or buckles are bent, deformed or rusted. Any harness, which does not function properly, must be replaced.

Safety harness mounting points must comply fully to the cars homologation extensions, non-homologated cars must comply fully to the requirements of FIA Appendix J Art 253 Art 6.

163.3 Warning Triangle:

Each car must have at least one danger warning triangle secured in the passenger compartment 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.

163.4 Fire Extinguishers:

The following Fire Extinguishers and Fire Extinguishers Systems are permitted:

A: Plumbed-in systems complying fully to FIA Appendix J 253 Art 7.2

B: A 2.4 liter AFFF, 2.0kg minimum AFFF extinguisher or any other fire extinguisher listed in FIA Appendix J Art 253 Art 7.3 is permitted. Locally manufactured 2.5kg DCP extinguishers complying to SANS 1910 (previously SABS 810) are also permitted (DCP: Dry Chemical Powder, AFFF: Aqueous Film Forming Foam).

All cars to be fitted (in easily accessible places by the seated crew, and for the duration of the event) with the following fire extinguishers:

Cars fitted with a plumbed-in system as per A above are required to carry 2 additional B Extinguishers.

Cars without a plumbed-in system as per A above are required to carry 2 B extinguishers

It is highly recommended that fitted plumbed-in extinguisher systems are checked (using the self-test function) before the start of each event. Plumbed-in extinguisher systems must be in the "armed" state during all special stages.

All extinguishers fitted with pressure gauges must indicate that the pressure is in the green area of the indicator dial, if a gauge is not fitted to the fire extinguisher as detailed in A and B, evidence must be furnished to show that the extinguisher was purchased new or serviced within the previous twelve months. Any extinguisher may be weighed as per the details on the label to ensure that it is fully charged.

Any fire extinguisher discharged at any time during the event must be replaced/replenished at the next service park.

Type A and B extinguishers shall be securely mounted using a minimum of two metal straps with metal quick release fasteners.

The extinguishing of all DCP extinguishers shall be MAP (mono-ammonium phosphate) with a minimum of 70% MAP in the DCP (90% recommended).

163.5 Medical Aid Boards:

All cars must carry one Medical Aid Board, which must be used as follows:

163.5.1 Description of board: The board will be made of rigid 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. Should you have difficulty in sourcing these boards, please contact the National Rally Commission for assistance.

163.5.2 Carrying of boards in rally cars: Boards must be properly secured to the inside of the passenger compartment to avoid loss, damage or injury 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.

163.5.3 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 163.3) 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 emphasized 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.

163.5.4 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 that 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.

- 163.5.5** 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.
- 163.6** **Reserved**
- 163.7** **Mid-point ambulances:**
 Rally organisers may, on stages less than 20km in length 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. For stages over 20km, a suitable midpoint may be included, and must be discussed with the Medical Service Provider well in advance before the event. **The location of such midpoints shall be indicated on the Road Book (and Route Notes) and marked by a rally board and it must be noted that the emergency vehicle crew must have a yellow flag.** A midpoint emergency vehicle must have three suitably qualified personnel. 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 (by the third crew member, while the other crew member are deployed) 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 signaled to pass by the crew of such emergency vehicle. A crew which has been shown the yellow flag will be given a nominal time for the stage and have lateness ignored, according to SSR 163.5.5 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.
- 163.8** **Medical Kits:**
 It is compulsory for Special Stage Rally competitors to carry a medical kit containing all of the items listed below (one kit per car)
 1 x Tube Antiseptic Cream
 1 x Bandage 75mm wide x 4.5m long
 1 x Burnshield or Burn-Eaz Dressing: 10cm x 10cm
 1 x CPR mouthpiece with Plastic Skirt
 5 x Cotton Wool Balls
 1 x Eye drops (minimum 10ml) 1 x First Aid Dressing No. 2
 1 x First Aid Dressing No. 3
 1 x First Aid Dressing No. 5
 1 x First Aid Dressing No. 5
 1 x Sterile Gauze Swabs: 75 x 75 x 8
 1 x pair latex Gloves
 1 x Forceps
 10 x Painamol or Pacimol or Panado tablets
 1 x Rescue blanket (spaceblanket, foil blanket)
 1 x First Aid Scissors
 1 x Triangular Bandage
 1 x Savlon/Dettol (minimum 50ml)
 5 x assorted Fabric Plasters
- 163.9** **Helmets :**
 For Class R2N, helmets must be approved to FIA Standards 8860-2004, 8860-2010, 8858-2002 and 8858-2010 and must remain in original specification. Helmets not complying with the above FIA Standards but which are approved on FIA Technical List N°25 may be accepted at the sole discretion of the Technical Delegate or Chief Scrutineer.
 For Classic and Open Classes in the NRC refer to GCR 239 (NRC: National Rally Championship)

163.10 Protective Clothing:

For Special Stage rallies, all competitors must wear protective clothing (overalls and prescribed underwear)

Overalls must be worn, ankle to wrist, fully zipped up, during special stages.

For FIA approved overalls (to FIA Standard 8856-2000) the wearing of a FIA approved balaclava is mandatory, the wearing of FIA approved underwear is optional.

For locally produced fire resistant overalls (complying with GCR 239) the wearing of FIA approved or Nomex underwear comprising a balaclava, long sleeve top and long johns is mandatory.

The neck protection portion of the balaclava must be worn inside the overall, balaclavas and helmets may be removed during non-competitive sections.

During all special stages, the driver (optional for the co-driver) must wear gloves approved to FIA 8856-2000 (see FIA Technical List N°27) or SFI 3.3 grade 5 minimum.

163.11 Frontal Head Restraint (FHR) Devices:

All competitors competing in National Championship Rallies in Class R2N must wear a FIA 8858-2002 or 8858-2010 approved FHR device during all special stages. The Tether system as well as the helmet anchorages must comply with the above FIA standards. The FIA approved FHR devices/tether/anchorages combinations are detailed in FIA Technical List N°29.

The FHR device and tethers must not be modified in any way, the helmet anchors must be clean and function freely.

It is highly recommended that crews competing in the Classic and Open Classes in the NRC should wear FIA approved FHR devices.

163.12 Competition Seats

All cars in Class R2N competing in National Championship Rallies must be equipped with FIA approved seats complying with FIA Standard 8855-1999 or 8862-2009. All of the above seats must be in a condition acceptable to the Technical Delegate.

For all other classes and rallies, cars must be fitted with FIA or SANS approved competition seats.

Seat anchorage points and supports must comply fully to the cars homologation extensions, non-homologated cars must comply fully with the requirements of FIA Appendix J Art 253 Art 16.

163.13 Safety Harness Cutting Device

In all NRC events all cars must be fitted with two Safety Harness Cutting Devices (one for each crew member). These must be easily accessible to the crew while seated with their safety harness secured.

It is highly recommended that the "Life Hammer" device, which incorporates a belt cutter, is used in all cars with shatterproof windows.

163.14 Tools, spare wheels and equipment installed in the car

FIA Appendix J Art 252, General Prescriptions for Group A Cars, Art 7.3 refers:

Only the following accessories may be installed in the cockpit: spare wheels, tools, spare parts, safety equipment, communication equipment, ballast (if permitted), and windscreen washer water container. All spare parts and tools must be fixed either behind the driver's and/or co-driver's seats or underneath the driver's and/or co-driver's seats.

Clarification: In the interest of safety it is imperative that spares wheels, tools, jacks, nut runners and wheel braces carried in the cockpit are secured to withstand severe impacts.

The above items not secured as specified below or having mountings deemed to not withstand an impact of 25g (in any direction), will be removed from the car by the scrutineers. (An impact of 25g implies that the mounting/securing system must withstand 25 times the weight of the secured item, eg: the mounting/securing system of a spare wheel weighing 22kg must withstand an impact load of 550kg.)

The following are specific mounting instructions for the above items:

163.14.1 Cable ties, springs, rubber straps, Velco straps and bungee cords and similar are not permitted.

163.14.2 Ratchet, locking, cam buckle and over centre tie-down straps are permitted.

163.14.2.1 Securing pins, mechanical clamps and threaded hold-downs which cannot vibrate loose are permitted.

163.14.3 The securing method as detailed in 2 & 3 above must withstand an impact of 25g.

163.14.4 Lateral movement of the spare wheel must be prevented should the securing system become slightly loose.

163.14.5 After use of the spare wheel, jack, tools and equipment by the crew, the items must be re- secured as presented to the scrutineers.

163.15 Licence Number Plates

All cars must be fitted front & rear with licence number plates.

The rear number plate must comply fully to the requirements of the country/province in which the car is registered. South African registered cars are required to comply to Clause 35 of the National Road Traffic Act 1999 (Display of Licence Number), these number plates must further comply to the standard specification SABS 1116 "Retro-reflective Registration Plates for Motor Vehicles.

The front number plates should be as large as possible and be representative of the above requirement.

- 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 or in or approaching a control 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:
- 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 Rally school UK) or any other that MSA may call for;
 - The competitor may only drive that car while on private property and not on public roads;
 - 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, in consultation with MSA via the Rally Commission.
- 166. Reserved.**
- 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. Refer SSR 193.9.1 &193.9.2.
- 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. 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.
In the case of regularity events, it is permitted for vehicles to only display one number, on the left hand side door.
- 169. START:**
Competitors must report to the Start Official, with all the formalities completed, at their due start time.
- 170. RESERVED**
- 171. *OFFICIAL NOTICES:** Any instruction(s) issued during the course of an event affecting the information already given in the road book, time card or Itinerary, 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 or Deputy Clerk of 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 may 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 (Incident Report Form) if, during the competition, they have been involved in any accident involving any other person or their property/or an incident where damage to the landowner's property, fencing, poles, gates etc 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, unless recommended by the Clerk of Course and Sporting Delegate.
- 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 a minimum of within 25 metres 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. 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, and shall be excluded for so doing. Only the designated crew/remaining competitors and / or officials may push the car, in or out of the control area. For safety reasons the crew only may clean the windows and lights of their vehicle with anything on board.
- 180. * PARC FERMÉ (See also GCR 252)**
- 180.1** A Parc Fermé is defined as a designated, secure, enclosed area where the competitors are obliged to park the cars as laid down in the supplementary regulations. The supplementary regulations shall specify the place(s) where the parc fermé(s) will be set up. The parc fermé shall be of adequate dimensions and security shall be provided at all times to ensure that no unauthorized persons gain access while cars are in the enclosure.
There shall be a time control at the entry and exit of the parc fermé. The parc fermé shall be reserved for competing cars only.
The organisers shall appoint officials whose task it shall be to ensure that the parc fermé rules are complied with.
Refer SSR 187 1) i) and SSR 193.28
- 180.2** The cars shall be subject to parc fermé rules in the following instances:
- 180.2.1** from the moment the cars enter a starting area (if one exists - unless specified
- 180.2.2** As a Holding Area in the Supplementary Regulations), a regroup area or an end of leg area, until they exit one of these. Refer SSR 193.28
- 180.2.3** From the moment they enter a control area until they exit it, this includes a vehicle outside a control that has clocked in already.
- 180.2.4** From the moment they reach the final control until the Clerk of the Course in consultation with the Technical Delegate or Chief Scrutineer has authorised the opening of the parc fermé.
- 180.3** The following rules will apply in the parc fermé:
- 180.3.1** As soon as the cars have been parked in the parc fermé, the drivers will switch off the engines and leave the parc fermé. No member of the crew or service crew will be allowed to re-enter. No person, except officials of the rally carrying out specific functions are allowed in the parc fermé.
- 180.3.2** 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 their start time.
- 180.3.3** Unless provided for in the supplementary regulations of the event, no operation, checking, tuning, repairs or refueling is allowed in the parc fermé.
- 180.3.4** 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.

- 180.3.5** All cars parked in an overnight parc fermé must have MSA approved Environmental Mats placed under the engine/gearbox of the car. The environmental mats may be carried to the parc fermé and handed to the crew to place under the car. The mats may be handed back when leaving parc fermé.
- 180.4** Repairs in Parc Fermé:
- 180.4.1** Should the scrutineers note that a vehicle is 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 with the possibility of outside help. In this case, the time used to carry out the repairs will be considered as the same number of minutes of lateness recorded in a road section (1 minute per minute or fraction of a minute). The time will therefore be taken into consideration for the calculation of a possible maximum lateness. Time spent on repairs may not exceed the maximum permitted lateness. If this time is exceeded, the competitor shall be excluded.
The crew will be given a new start time after the repair, which incurs a penalty. Refer SSR 193.16.3 and 4
- 180.4.2** By way of exception to 180.4.1, the Chief Scrutineer/Technical Delegate may grant written permission (with the approval of the Clerk of the Course) for the following repairs to be carried out by the crew under the supervision of a competent marshal in the parc fermé:
A: change a punctured or damaged tyre using the equipment on board.
B: 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 cage, Article 180.4.1 will apply.
- 180.4.3** These repairs must be completed before the crew's start time, otherwise a penalty shall be imposed in accordance with the provisions set out in Article 180.4.1
- 180.4.4** By way of exception to 180.4.1, the Chief Scrutineer/Technical Delegate may grant written permission (with the approval of the Clerk of the Course) for the car to be repaired in the Service Park immediately after the parc fermé. The car must be repaired to the satisfaction of the scrutineers before it leaves the service park. Time penalties are still applicable.
- 180.5** 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 member/s of the crew and any other crew member/s still in the event.
- 180.6** Any infringement of the parc fermé regulations shall result in exclusion.

182 RESERVED

183. * TIME RECORDING:

- a) *The SR's for the event must state the manner in which the times used for scoring will be recorded.
- b) *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.

184 FUEL

1. In the Classic and Open Classes in the NRC, only 98 Unleaded Racing Fuels (like Sasol & BP) which comply with the provisions of GCR 240 and the requirements of "Racing Fuel for use in South African Motorsport Circular" may be used on National Championship rallies. Any commercially available pump fuel is also permitted.
2. Cars in the R2N Class are required to use only commercially available 95 octane pump fuel (from a commercial filling station).
3. No additives (giving a performance advantage) may be added to 98 unleaded racing fuel or 95 octane pump fuel.
4. On non-national championship events, competitors may use the fuels specified in 184.1 above or any commercially available automotive fuel from a commercial filling station.
5. 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 fuel specified in terms of 184.1. The competitor shall be entitled to state the amount of fuel so required and shall thereafter not be allowed to add any fuel until the following point where refueling is permitted and shall be excluded for so doing.
6. A fuel analysis Spectrometer "signature" will be obtained for the permitted fuels in 184.1 above. The Technical Delegate appointed by the Commission may at any time during an event obtain a fuel sample from any competitor for comparison to the spectrometer "signature", any deviations from the "signature" will result in exclusion.

185 - 186 RESERVED

187 * EXCLUSIONS/PENALTIES:

- 1) 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.
- 2) Notwithstanding anything contained in this SSR or elsewhere in the regulations (but subject to GCR 157 in regard to technical rules and specifications) the Clerk of the Course or the Stewards of the event, as the case may be, may issue a "yellow card" to a competitor in lieu of the prescribed penalty of exclusion, provided that the Clerk of the Course or Stewards are satisfied that, the breach of the rules was inadvertent, the breach of the rules conferred no competitive advantage, the competitor has not previously been sanctioned for similar breaches and that a penalty of exclusion would be unduly harsh.
- 3) Any competitor to whom a yellow card has been issued shall be excluded from the results of any subsequent event in the event of his committing any breach of any regulation for which the prescribed penalty is exclusion. This shall apply for the remainder of the season or for 4 subsequent events in the same championship in that or the following season, whichever is the longer.

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;
- 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; (this penalty may be imposed without the necessity of a hearing in terms of GCR 175 and becomes effective upon the earlier of written notification of exclusion or the publication of any set of provisional results reflecting such exclusion);
- 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 behavior 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.

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);
- 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 RALLIES

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 the 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 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.

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.

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 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.

2.2.3 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 (SSR's)

See also GCR 67 and 70 b ii) and iii)

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 Draft supplementary regulations, together with draft safety plan, must reach MSA & the National Rally Commission at least eight weeks before the start of the event. During the two weeks following the receipt of the draft regulations, NRC and 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.

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 by 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. Refer 193.1.9.

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:

3.3.6 "Competitor", used for either physical or legal entities.'

3.3.7 "crew", driver and co-driver

3.3.8 The driver assumes the competitor's responsibility when the latter is not aboard the car.

3.3.9 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/NRC 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 President of the Rally Commission.

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 recognizable. 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 event, MSA/NRC may appoint a Technical Delegate who will be the chief scrutineer responsible for all technical matters.

4.6 Sporting Delegate

For each rally championship event, MSA/NRC 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 Sporting Delegate, before making a final decision (*if one has been appointed*).

Any obvious anomaly caused by this regulation will be ruled on by the Clerk of the Course in consultation with the Sporting Delegate (*if one has been appointed*) and the MSA/NRC Steward.

5. ENTRIES

5.1 Entry forms - Entries

5.1.1 Any licence-holder wishing to take part in the rally must either enter online (where applicable) or 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/NRC 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, members of the crew may be replaced with the agreement of the organisers and NRC, 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.

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 At the time of scrutineering, should a car 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 entrant, crew 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 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. SSR 193.7.3 is not applicable whilst the car is inside a service park or designated service area. Refer SSR's 164 and 193.3.3.5.

8. **ROUTE AND ROAD BOOK**

8.1 **Road book**

- 8.1.1 All the crews have access to a downloadable road book containing a detailed description of the route which has to be followed. Failure to follow the prescribed route may lead to exclusion. The road book takes precedence over route marking and other navigational aids.
- 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 on the Monday 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 decide 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 for a period of 3 months prior to the start of the rally. During this period all forms of unofficial reconnaissance, testing and practicing are strictly forbidden and may lead to exclusion. Testing and practice are defined as a person who is/was in possession of a competition licence driving a rally-, test-, or practice car within a 100 km radius of the main service park/s before the official start of an event. Driving the rally car on main roads within the speed limit in the time period the day before the event and the start of the event is not regarded as testing. Competitors whose rally car preparation takes place inside the 100km radius, may test with the written permission of the Clerk of the Course on roads other than those used by the rally. Should a Regional event be held during the 3 months period prior to a National Rally and uses the same roads, the Regional event should apply for a waiver to the NRC on behalf of the competitors.

- 8.2.3 Any deviation from the route whereby an advantage may have been gained on a special stage 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, on reasonable grounds determining 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. Front and rear in-car camera footage may be accepted as evidence of the actual route followed by the crew. If the transgression is discovered after the event and publishing of results, the penalty may be added to the next event the competitor enters and starts. A transgression of the rules which is only discovered after an event, specifically regarding deviation from the prescribed route, as well as damage to property, such as but not limited to fences and gates, will be penalised. Should any transgressions come to light after a round of the National Rally Championships and finalisation of all formalities of that rally and in particular confirmation of the rally results, the Clerk of the Course may call for, and scrutinize individual competitor's in- car camera footage to establish whether any transgression of the rules is apparent by that competitor who may have deviated from the route, or damaged a landowner's property in any way during that rally. This will then be brought to the attention of the Officials of that event, so that appropriate action may be taken if deemed necessary. If it is discovered and proven that there was a deviation from the route, or damage was caused to a landowner's property, the Clerk of the Course of the rally may impose a time penalty (refer SSR 193.8.2.3 and 8.2.4) on the competitor for the NEXT round of the National Rally Championship in which they enter and compete. This time penalty will be added to the race time of that competitor on the next event at the start of the rally. Damage to landowner property may also have to be paid. In the event of damage to property discovered and not noted on an Incident Form by the responsible crew, the harshest penalty will apply. Competitors will be advised of any investigation of possible short cutting or damage to property and will be requested to forward in-car camera footage as per SSR 193.8.2.4. The onus is on the competitor to prove innocence, and should clear evidence not be available, the Clerk of the Course may apply the specified penalty carried over to the next event. A hearing will be held at an agreed-to time and place, where all evidence will be viewed and heard, and the penalty may be imposed. Competitors' normal rights of protest and appeal still apply. Refer GCR Part IX PROTESTS.
- 8.2.5 At points along the route, where it may be possible to gain an advantage by taking shortcuts, the organisers 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.
- 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.
- 8.2.9 The onus shall rest upon the crew to prove that they have followed the route without knocking down route markers. Front and rear in-car camera footage may be accepted as evidence of the actual route followed by the crew. If the transgression is discovered after the event and publishing of results, the penalty may be added to the next event the competitor enters and starts.

8.3 **RESERVED**

8.4 **RESERVED**

9. RALLY PLATES AND COMPETITION NUMBERS

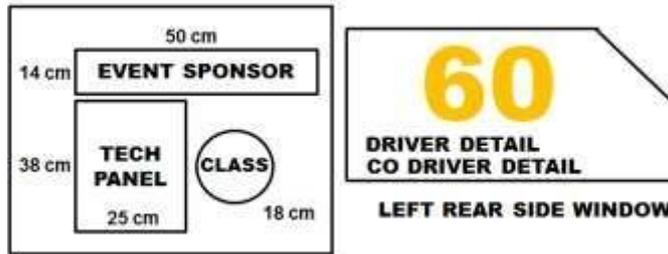
9.1 National Championship Events - Front Door, Windscreen and Side Window Decal requirements.

CREW NAMES

The Driver and Co-Driver's first initial and 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.

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 18cm 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 RESERVED

9.2.6 One 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.

9.2.7 One number must be placed on the rear window on the right hand side, the number shall be 15 cm high with a stroke width of at least 20mm, coloured fluorescent orange (PMS804) and may be reflective.

9.3 FRONT WINDSCREEN

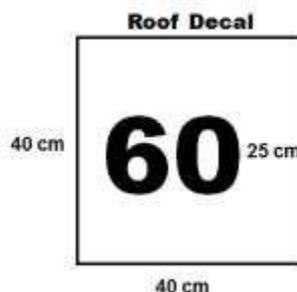
An area at the top of the front windscreen internally/externally is to be used for decal/s which will have a total maximum height of 150mm over the full width of the screen excluding the competition number mentioned below. The NRC will provide this decal and reserves the right to change this decal to an overall championship sponsor when necessary. The Windscreen will be reserved for the NRC decal and takes preference over any advertising on the vehicle. Compulsory for National entered classes where stock is available.

The competitor's competition number, yellow on black 150 mm x 150 mm, must be placed on the right hand side of the windscreen (when viewed from the front of the car). Competitor to supply own numbers for windscreen decal.



9.4 ROOF NUMBER DECAL

1 x white number panel measuring 40cm by 40 cm to be on the roof of the vehicle, with the vehicle's number affixed to the panel. Numbers to be a minimum of 25cm high in Black. The numbers shall be displayed so that the bottom side of the numerals is to the rear of the car.



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 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 RESERVED
- 11.5 RESERVED
- 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 - Exclusion
- Speed limits will be indicated in the Road Book.

12. SERVICING - REFUELLING – REPAIRS

- 12.1 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." THE TRANSFER OF ANY ELECTRONIC DATA, RELATED TO ANY OF THE COMPETING CAR'S OPERATING SYSTEMS, TO OR FROM THE CAR BY ANY MEANS WHATSOEVER, and WILL ONLY BE PERMITTED INSIDE THE SERVICE PARK. Bona fide competitors, still competing in the rally, may assist one another without incurring penalties. Passing food, drink and information VERBALLY, BY TWO-WAY RADIO, TELEPHONE OR WRITTEN to competitors is permitted without any penalty.
- 12.2 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.
- 12.3 It is a requirement for each team to have one fire extinguisher per rally car in the service area, visible and within easy reach of the car whenever the rally car is in its demarcated service area. The fire extinguishers shall be 9 kg, dry chemical powder (DCP), mono-ammonium phosphate (MAP) powder for class A, B, & C fires. The extinguishers shall comply with SABS 1910 and shall be serviceable with the required inspection tags up to date. Non-compliance may lead to a fine of up to R1000-00 applied by the Clerk of the Course.
- 12.4 Servicing time.
- A minimum service time of 45 minutes is recommended for all service parks except for a tyre specific service (10 minutes) and the service park immediately after a Park Fermé (10 minutes). This is applicable to all National Championship Rallies.

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 inflated tyres. The full carcass of the tyre to be intact. Any infringements will be reported to the Stewards who may impose a penalty.

13.3 Refer to Tyres in Part 5, Art 7 of the Rally Regulations.

14. RECONNAISSANCE

14.1 **RECONNAISSANCE** – Reconnaissance is forbidden on championship special stage rallies unless otherwise specified in the Supplementary Regulations of the event. In this case the MSA Rally Commission may allow the controlled making of route notes by the crews or by an authorised service provider, which may include DVD footage, using standard production type vehicles while respecting the Road Traffic laws and the land owners. These route notes will be permitted on events, but have no official status nor do they override any instruction given in the road book. Refer SSR 193.8.

14.2 **RECONNAISSANCE VEHICLE** - Common requirements for all reconnaissance vehicles:

In the event of reconnaissance and route notes being allowed by the Supplementary Regulations, the following will be valid: The use of a rally car or purpose built reconnaissance vehicle fitted with specialist rally components is not permitted

- The crew may use a "headset" type intercommunication system (without helmets)
- On board navigation equipment may be fitted
- The final decision as to whether a car is suitable for reconnaissance will rest with the technical delegate or organiser.

14.3 **RUNNING OF RECONNAISSANCE**

- More than one crew may share a vehicle during reconnaissance.
- Only bona fide competitors may partake in the reconnaissance.
- Timetable** – Reconnaissance must take place within the timetable (open and closing time of each stage) and sequence as specified in the reconnaissance schedule.
- Participation in reconnaissance is not compulsory.
- Number of passages** – Each crew is limited to one passages per single special stage.
- During reconnaissance there shall be control marshals at the start of each special stage to record the number of passages, although further checks may also be carried out within special stages.
- Speed during reconnaissance** – The maximum speed limit of 60 kph is imposed on all special stages during reconnaissance, although the organiser is free to specify a lower speed in the regulations.

A system of monitoring the speed, route conformity and position of reconnaissance cars during reconnaissance of special stages by means of GPS tracking devices may be used together with conventional speed monitoring devices.

- Reconnaissance Start order** – Crews will start the reconnaissance in seeded order except for the top 7 seeded competitors who will start in their pre-determined road positions for the actual rally. By exception the top 7 will start reconnaissance for the first event of the season in seeded order, as the draw for road position will not as yet have been finalised for the season. If a competitor is not in his/her correct position, he/she will fall back in the start order and may not make up positions within that specific stage.

Subject to a competitor allowing another competitor to pass in the stage or a competitor being delayed during liaison, where possible the initial start order is to be retained for the duration of reconnaissance.

- Start interval** – The Start interval of the Recces will be at the discretion of the Clerk of Course.
- Overtaking** – In the event that a competitor is unable to maintain a consistent speed over the stages for whatever reason, such competitor may elect to move over and allow the following competitor to pass so as not to unduly impair the progress of this competitor.

This revised road order should ideally be maintained for the remainder of reconnaissance.

- Driver conduct** – It is emphasized that reconnaissance is not practice. Competitors are reminded that the stages are open to the public during reconnaissance and therefore traffic from the opposite direction should be anticipated at any time.

All road traffic laws must be strictly adhered to throughout reconnaissance and the safety and rights of other road users as well as the land owners must be respected.

Competitors are also expected to be courteous towards one another and do whatever they can to ensure all competitors have an opportunity to complete the reconnaissance without being unduly impaired.

While on the stages the following actions will be penalised:-

- Driving in the opposite direction to the stage
- Stopping in the stage without due consideration for the following competitors
- Exceeding the maximum speed limit for the reconnaissance (especially repeatedly)
- Driving without due consideration for other road users or competitors
- Found to have done more than the prescribed number of passes

Penalties shall be at the discretion of the Clerk of the Course and may go as far as not permitting the competitor to start the rally based on the severity of the offence. Onboard video footage although not compulsory may be considered in the determining of an infringement.

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. Competitors must complete the "self-scrutineering" document before arriving at scrutineering.
- 15.1.2. The competing vehicle as well as the crew's safety equipment must be presented by the crew or a representative of the entrant at scrutineering. Any competing vehicle presented 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 complete up to date homologation form applicable to the competing car printed on FIA or MSA stamped/watermarked paper must be presented at pre and post event scrutineering on request by the scrutineers. The up to date homologation form must be available from the crew or team representative at any service park. 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.
- 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 licenses, 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.) The competing vehicles original Registration Certificate must be presented to confirm the validity and details of the Licence and Registration
- 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 and may be excluded for transgression. 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 heaviersanctions.
- 15.1.11 Engine Sealing and Inspection:
 - 15.1.11.1 Engines presented for scrutineering are required to have holes to facilitate the sealing of the tappet cover/head/block & block/sump. These holes must be a minimum of Ø2mm.
 - 15.1.11.2 Any engine sealed on an event which will not be used on the following event will be dis-assembled and inspected within 14 days after the event.
 - 15.1.11.3 The results of the event on which the engine was sealed, or subsequent events on which a sealed engine is used will be "subject to technical inspection" until the completion of the inspection.

- 15.1.12 ECU Data (applicable to the R2N Class)
 - 15.1.12.1 During the running of a national rally, a cars' logged ECU Data must be made available by the cars crew or technical team for down-load to a viewable or printable file (on request by the Scrutineers)
 - 15.1.12.2 The purpose of the above is to down-load/view/print selected portions of the ECU Data.
 - 15.1.12.3 The ECU parameters which will be down-loaded are as follows: engine rpm, throttle position, gear change, limiter/electronic cut, lambda.
 - 15.1.12.4 It must also be possible to verify the version of the ECU software being used.
- 15.2 **Scrutineering after the rally**
 - 15.2.1 As soon as each crew arrives at the final control they shall drive their vehicle to the parc fermé. A brief check at the Final Control shall be carried out to verify conformity with the vehicle submitted at the initial scrutineering, the same chassis and engine block must be used from passing initial scrutineering until the finish of the rally.
 - 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, 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;
 - engine;
 - 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 R2N,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.

16. **START**

Before the start and possibly the restart, the organisers may assemble all the competing cars in a starting area, under the conditions given in the supplementary regulations. In this case the penalties 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 Starting Order:
 - 16.2.1 The starting order will be published on the official notice board as early as possible with the minimum of 30 minutes before the start of a rally.
 - 16.2.2 The starting order for the first event of the 2018 season will be determined by a draw in which the top 7 drivers in R2N as listed on the seeding list published by the NRC, will draw for positions one to seven on this event.
 - 16.2.3 For subsequent events those 7 drivers will start one position lower than the position in which they started the previous championship round, save for the driver who started the previous championship round in position number 7, who will start in position number 1. Rotation will be published on an ongoing basis.
 - 16.2.4 In the event, that any of the top 7 drivers, fall out of the top seven as seeded prior to a subsequent event, their place will be taken, by the competitor who enters the top seven in their place. Should more than one driver fall out of the top seven, then the incoming drivers shall take the place of the outgoing drivers on the basis that, the highest seeded of the incoming drivers takes the place of the highest seeded outgoing driver, and so on, based on the current seeding list.
 - 16.2.5 The objective of the regulation is that each of the top seven seeded drivers should start in positions 1 to 7 inclusive over the 7 rounds of the championship. A driver who falls out of the top seven on the seeding list, may return to the top 7 on regaining an appropriate seeding, but will take the place of the outgoing driver, as detailed in 16.2.4 above, which may not necessarily result in that driver resuming his previous position in the cycle.
 - 16.2.6 The remainder of the field will be started in their respective seeded order as per the latest seeding list within their Class group.
 - 16.2.7 For 2018 the start order will be grouped by class, Where R2N will be grouped first followed by Classic then Open class cars.
 - 16.2.8 Any obvious anomaly caused by this regulation will be ruled on by the Clerk of the 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 organisers may allow for a mid-event regroup of at least the top 7 cars on performance.
- 16.6 Intervals between start times
 - 16.6.1 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.
 - 16.6.2 This interval must be and remain the same for all crews.
 - 16.6.3 An additional time interval may be imposed based on Safety grounds between Class groups by the Clerk of the Course.

17. TIME CARD AND RALLY TIME AND DISTANCE SCHEDULE

- 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.
- 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 times 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 judgment.
- 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.
- 17.8 Crews are obliged to have their passage checked at all points mentioned on their time card and in the correct order. Failure to do so will result in exclusion.
- 17.9 The target time for covering the distance between 2 consecutive time controls will appear on the time card.
- 17.10 Ideal times given in the time cards will have precedence over those given in the road book and Time and Distance Schedule. 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 Time and Distance Schedule.
- 17.11 A Time and Distance 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.

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 neutralization control areas, will be indicated by means of approved standardized signs mounted on boards. (Refer control layout diagram)
 - 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 (Refer SSR 193 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 decides otherwise, the control 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.
- 18.1.10 Crews will be excluded for failure 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 the same penalty, to re-enter the control area.

APPENDIX I				
Control type	CONTROL ZONE (Diameter of signs : about 70 cm)			
Direction of travel				
	YELLOW SIGNS Control Area Entry	RED SIGNS Compulsory Stop	BEIGE SIGN End of Control Area	
PASSAGE CONTROL	 ←25 m min→	 PC ←25 m→		
TIME CONTROL	 ←25 m min→	 TC ←25 m→		
TC AT SERVICE PARK ENTRANCE	 ←5 m→	 TC ←5 m→		
TC AT SERVICE PARK EXIT	 ←5 m→	 TC Usually leads to RZ and/or TZ ←5 m→		
TIME CONTROL AND SS START	 ←25m min.→	 TC ←50-200m→	 SS START ←25 m→	
END OF SS	 ←100 m→ ADVANCE INDICATION	 ←100-300 m→ FLYING FINISH LINE	 ←25 m→ STOP CONTROL	

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 standardized 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 are the same as for a time control, except that the sign used will be a stamp.
- 18.2.6 **Special Stage**
- 18.2.6.1 The start of the special stage (SSS) is indicated by means of a closed flag on a red background.
- 18.2.6.2 The end of the special stage (ESS) is preceded by a chequered flag on a yellow background approximately 100m before the flying finish.
The finishing line (Flying Finish FF), where times will be taken, is indicated by a chequered flag on a red background.
- 18.2.6.3 The Stop control is indicated by a "STOP" sign on a red background and is placed approx. 300m 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. 10-25 metres before the control, except the flying finish which is approximately 100m before. Signs indicating the end of a control area are placed approx. 10-25 metres after 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. Ref SSR 180.
- 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

- 18.5.1 The marshal will record on the time card the elapsed hour and minute, at which it is handed to him.
- 18.5.2 The recorded time will be as indicated on the official rally clock at the control. Refer SSR 183 a).

18.6 Check-in procedure

18.6

- 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, or two crew members and the car are in the control area and within the immediate vicinity of the control table (unless in the case that the Control Area is full of other cars)
It is forbidden to take up a position alongside or ahead of a car that has already entered the control area. The penalty may be exclusion.
- 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 records 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 full 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 10 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, crews may check-in in advance, without incurring any penalty. However, the time entered on the time card will be the scheduled time of the rally, not the actual time.
- 18.6.12 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 Lateness

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. (This penalty may be imposed without the necessity of a hearing in terms of GCR 175 and becomes effective upon the earlier of written notification of exclusion or the publication of any set of provisional results reflecting such exclusion).

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 = 10×10 seconds = 1 min. 40 seconds;
- Lateness counting toward 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 = 10×10 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 Reserved

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. Regroup areas are subject to Parc Fermé rules.

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; 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/s. 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 of a second.
- 19.2 During these special stages, crew members must wear approved crash helmets, race suits and specified underwear, Frontal Head Restraint devices (Classic and Open Class recommended, but not compulsory) and safety harnesses fully secured except for in the case of recovering from an incident which is accepted as a bona fide incident by the Stewards of the Meeting. Failure to comply with the above will result in exclusion.
- 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 time 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 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.
- 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.
- 19.6 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 |
- (These penalties may be imposed without the necessity of a hearing in terms of GCR 175 and become effective upon the earlier of written notification of penalty or the publication of any set of provisional results reflecting such penalty.)
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 and in a straight line and not on a bend.
- 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 its 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 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. These vehicles have to use Roadbooks (Definitive document) and timecards to fulfil their duties. At least the "0" car must be in contact with the Clerk of the Course at all times. A sweeper car must go through the route as soon as possible after the last car and close the controls. It is imperative that this vehicle also uses the Timecards at controls, to close the timekeeping system off.
- 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 kilometer 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.
- 19.23 Competitors shall be excluded for towing or transporting cars or having them pushed on the route of the rally, except to bring them back onto the road or to clear the road during competition.
- 19.24 Similarly, crews may be excluded for:
- 19.24.1 deliberately blocking the passage of competing cars, or preventing them from overtaking;
 - 19.24.2 behaving in an unsporting manner.

20. **PARC FERME**
Refer SSR 180.

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 20h00, all the cars for which results cannot become final must be suitable 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.

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 NRC, 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 Super Rally is applicable ONLY to Day 1

- 25.1.1 A competing car which fails to finish Day 1 of a rally, can request to restart on Day 2.
- 25.1.2 The competitor shall be obliged to notify, in writing, the Clerk of the Course or the Competitors Relations Officer of his intention to restart not later than 30 minutes before the published time for the Steward's meeting on Day 1. This will apply to any car which has been excluded on the grounds of exceeding the lateness 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.
- 25.1.3. No competitor may continue to compete on the basis of this regulation after having failed to complete any stage, missing any time control, or exceeding maximum permitted lateness, and may only resume after the restart on Day 2 provided the car has been subjected to re-scrutiny and approved to restart (see 25.4 below).
- 25.1.4 Super Rally will only be applied on condition that the original Time Cards have been submitted to Rally HQ before the Day 1 provisional results have been published.
- 25.1.5 A competing crew who fails to finish Day 1, will be classified in the Day 1 overall classification on the basis that the competitor will be allocated the actual time achieved on all special stages completed and for every stage missed, the fastest time set on the special stages by a competitor competing in the same class, plus a penalty of 5 minutes per stage not completed, missing the last stage will incur a time penalty of 10 minutes.
- 25.1.6 Should a competitor not complete a road section that includes a special stage, or exceeds the maximum permitted lateness at the end of a road section, then Super Rally will apply from the special stage in that road section.
- 25.1.7 Should retirement occur after the last special stage of Day 1, the crew will be deemed to have missed that last special stage.
- 25.1.8 The competitors re-start position on Day 2 will be determined by the Stewards and the Clerk of the Course, the starting position will be based firstly on safety and secondly on consideration of competitors who completed Day 1.
- 25.1.9 Championship points will be allocated to Super Rally competitors included in the final results, by allocating points normally and then reducing such points by one half.

25.2 Service location and time allowed

Any car which fails to finish Day 1 in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the overnight parc fermé no later than 1 hour before the scheduled start of Day 2, or as per the arrangement with the Technical Delegate.

25.3 Scrutineering of repaired cars

All cars requesting Super Rally must be re-scrutineered. The car must retain its original body shell and engine block as marked or noted at pre-event scrutineering. The Scrutineers must conduct safety checks before the car is permitted to restart, and shall inform the CoC as to which cars have passed scrutineering.

25.4 Restart / Day 2

Any car which fails to finish a stage during Day 2, will be allowed to restart under the following conditions:

- 25.2.1 The car can / may be repaired, but must return to Service Park.
- 25.2.2 The crew has not withdrawn and still have their time cards.
- 25.2.3 If the car cannot be driven out of the special stage without obstructing following competitors, **it may only be recovered with the express permission of the Clerk of the Course, and after the tracking crew has been notified. The car and crew has to return to the Service Park. No roadside repairs and rejoining will be allowed (outside assistance). The penalty may be a race ban.**
- 25.2.4 Once the car is in the service park, written permission to restart must be obtained from the Clerk of the Course. The Clerk of the Course will decide on a restart position and time, based on safety and so as not to disadvantage competitors still competing. It will usually be after the next service period. The car has to be scrutineered for safety and signed off before approaching the Clerk of the Course for a restart time. Refer SSR 193.25.3.
- 25.2.5 Restart after the official start on Day 2 will lead to non-classification and will also not earn championship points. It is purely to allow competitors to gain seat time and to give their sponsors coverage.
- 25.2.6 Only if the above conditions are abided by, will the MSA insurance, public indemnity and medical support be valid.

26. REMOTE SERVICE ZONES (RSZ)

26.1 GENERAL

Remote service zones may be created which must:

- Be fully demarcated by control boards and taped off and allow only the competing cars into the demarcated area. The service crews will be stationed adjacent to the demarcated area.
- 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
- Oil, brake fluid and other lubricants and fluids may be added to the car.

26.3.2 Environmental Mats/Ground sheets MUST be used at all times when servicing vehicles, or within Parc Ferme's etc. Failure to do so, may result in a fine.

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 or removal 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.

26.3.7 Refueling from containers carried in the service vehicle is permitted in an RSZ in the event that the event does not provide dedicated refueling zones.

26.3.8 A fire extinguisher of minimum 5kg must be placed in close proximity to the refueling point of the car during the refueling process.

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 events SR's or by Event Bulletin.

27. REMOTE REFUEL ZONES

Where remote refuel zones are established in terms of the supplementary regulations:

27.1 The start and end of the refuel zone must be established by control boards, whether or not time controls are established at these points.

27.2 The only work permitted will be the replenishment of fuel, from containers carried in the service vehicle

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

27.4 Additionally, where the SRs of the event permit it tyres may be changed with tyres supplied from a service vehicle using jacks, chassis stands, ramps, wheel nut spanners, and/or torque wrenches supplied from such service vehicle.

28. HOLDING AREAS

Unless the SRs of an event provide otherwise, the only work permitted in a holding area shall be carried out by the competing crew, with or without the assistance of other crews still in the rally and utilizing only tools and materials carried on board the competing car and another competing car still in the rally. Team Representatives may bring competing vehicles into Pre Start holding areas.

There will be a Holding Area prior to the start of every event for a minimum of 30 minutes. Should a vehicle enter the Holding Area after the specified closing time, a time/ monetary penalty will be imposed at the discretion of the Clerk of Course.

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. CONTROLS

- 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 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. 5 seconds, based on the official 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.
 - 212.4 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).
 - 212.5 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.

213. EXCLUSION OR POSSIBLE EXCLUSION:

- 213.1 Competitors will be excluded for being accompanied by a service or other vehicle on part or the whole route.
- 213.2 Competitors may be excluded for failing to take a marshal board along after marshalling and handing this in at the finish.

- 214. 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.

215. LEAPFROG MARSHALLING:

- 215.1 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.
- 215.2 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.
- 215.3 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.

PART4

APPLICABLE TO EVENTS REQUIRING SEALED WATCHES AND ODOMETERS

216. A* WATCHES:

- 216.1 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".
- 216.2 A second similar watch is permitted provided it is properly sealed and is clearly numbered "No 2".
- 216.3 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.
- 216.4 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.
- 216.5 The control official will record the time from the "No 2" watch that will thereafter be the only one recognised.

B* ODOMETRES AND ONBOARD COMPUTERS

These must be sealed to the satisfaction of the organisers.

217. * PENALTIES

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

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

PART 5

REGULATIONS AND SPECIFICATIONS FOR THE 2018 SA RALLY DRIVERS AND CO-DRIVERS 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 indicators
- 1.2 All vehicles competing in SA Championship rallies must be fitted with safety cages which comply fully with the cars Safety Cage Homologation Extension. Should a Safety Cage not be homologated, the Safety Cage must comply to the design configurations recommended by the FIA in Appendix J Article 253 Art 8 and subsequent drawings showing suitable methods of fixing.
- 1.3 Locally produced tubing may be used provided the minimum dimensions and tensile strengths are not less than those laid down by the FIA.
- 1.4 Welding shall be of the highest quality and must be carried out along the whole perimeter of the tube.
- 1.5 Before commencing the manufacture of the first rally car version of a non-homologated car, the manufacturer or constructor must receive agreement in principle, approved in writing, by the Chairman of the National Rally Commission (NRC). This must be done by submitting a specification and drawing of the proposed vehicle, including the safety cage to the NRC. This also includes the import of FIA homologated cars not currently represented in the National Rally Championship. The NRC reserves the right to accept or refuse the homologation or certification of a vehicle and safety cage in accordance with the design prescriptions established by MSA and by FIA. If there are any deviations from these MSA regulations which have been agreed to for a specific vehicle, it must be clearly documented and signed by the Chairman of the NRC. If there are any deviations from these MSA regulations which have been agreed to for a specific vehicle, it must be clearly documented and signed by the Chairman of the NRC.
- 1.6 To Define a Constructor. A Constructor is responsible for the development and upgrading of a particular marque in Class R2N. They shall be appointed by, and mandated by that manufacturer to act for and on behalf of the manufacturer. This appointment shall be renewed each calendar year by the RTWG.

2. CLASSIFICATION

The general principal of "what is not specifically allowed is forbidden" as defined in FIA Appendix J Regulations (Appendix J Article 252 Art 1.1) applies to all cars. Articles 251, 252 and 253 of the FIA Appendix J remain applicable to all classes (including Challenges), but the articles set out in Article 260 (Group R) have precedence for R2N cars.

3. R2N Class

- 3.1 THE NATIONAL CHAMPIONSHIP IS OPEN TO CARS IN CLASS R2N ONLY
- 3.2 The R2N Class will have National Rally Championship status provided **a minimum of 10 vehicles participate in at least 70% of the Championship rounds.**
- 3.3 Minimum license requirement : **National type license**
- 3.4 The full distance of the event will apply.
- 3.5 For vehicles FIA Internationally or South African homologated in Group R, conforming to FIA Appendix J Article 260 Class R2B.
- 3.6 Articles 251,252 & 253 of the FIA Appendix J remain applicable, however the FIA Appendix J Article 260 regulations will take precedence.
- 3.7 These cars must comply with the relevant Group A homologation document, the specific 2018 Regulations of Appendix J Article 260 as well as the 2018 Homologation Regulations for R2N cars.
- 3.8 Fire Extinguishers: R2N cars are not required to have plumbed/automatic fire extinguisher systems fitted as required in Art 901-access1. The fire extinguishers must however comply fully to the requirements of SSR 163.4 Equipment.
- 3.9 Minimum weights: Notwithstanding the requirements of FIA Appendix J Article 260 Article 201 (minimum weight), the minimum weight of all cars competing in Class R2N at any time on the event shall not be less than **1240kg** inclusive of all fluids, fuel, 1 spare wheel and crew with their equipment (this is the "all-up" weight of the car, crew and their equipment in racing trim at any time during the rally).
- 3.10 Any ballast required to achieve the above minimum weight, must be applied as per FIA Appendix J Art 252 Art 2.2.
- 3.11 The inside of the tyre (the space included between the rim and inside of the tyre) may be filled only with air or nitrogen.
- 3.12 Superchargers/turbochargers: FIA Appendix J Article 260 (Group R cars) Article 304 permits the use of supercharged/turbocharged engines in Group R in 2018. In the South African Rally Championship supercharged/turbocharged R2B engines will **not** be permitted.
- 3.13 Joker system: In the South African Rally Championship all homologated R2N cars will be subject to a Joker system which is identical to the S2000 Joker system as set out in the various FIA Regulations detailing the Joker system. 5 Jokers will be permitted per R2N Homologation Form per calendar year, commencing on 01.01.2018.
- 3.14 Engine RPM: In the South African Rally Championship cars in the R2N Class will be limited to a maximum engine speed of 8000 rpm. Max engine rpm and ECU data may be checked at any time before, during or after the rally by the Technical Delegate or his appointed assistants.
- 3.15 Compression Ratio: Notwithstanding the requirements of FIA Appendix J Art 260 Art 310-2 for R2B cars the compression ratio of R2N cars in the South African Rally Championship will be a maximum of 11:1 and the fuel used in these cars is as specified in Part 1 SSR 184 of these regulations.
- 3.16 The Rally Technical Working Group may test all R2N vehicles at random and may apply performance equalization measures if deemed necessary

4. R2M Class

- 4.1 THE MASTERS CHALLENGE IS OPEN TO CARS IN CLASS R2N ONLY
- 4.2 R2M is a Masters Challenge within the R2N Class.
- 4.3 The R2M Class will have no official National Rally Championship status – Challenge status only.
- 4.4 All Requirements of R2N shall apply.
- 4.5 The qualifying criteria will be Drivers and / or Navigators over the age of 35 as at the first day of the first event of the year.

- 5. Classic Class (NRC CC) v6.2**
- 5.1 The Classic Class (NRC CC) shall be an official support class in the 2018 South African National Rally Championship.
- 5.2 The Classic Class will have no official National Rally Championship status – **Inter Provincial status only.**
- 5.3 Minimum license requirement : **Regional type license**
- 5.4 Cars in the Classic Class/s shall compete over the full distance of all National Rally Championships events which are planned in the 2018 Calendar, or as modified by the NRC steering committee.
- 5.4.1 The 2018 calendar has been published with 7 events planned for the season. Competitors are invited to enter all 7 events with the points scored in 6 events to count towards the championship.
- 5.5 The CLASSIC CLASS REGULATIONS are designed to allow cars to be rallied in competition in a similar form to that in which they appeared in the rally era of more than 30 years ago.
- 5.6 It is in the spirit of the regulations that the class shall create a platform whereby such cars and crews can compete in a rally format that offers lower participation costs, without detracting from competitiveness.
- 5.7 It is in the spirit of the regulations, that competitors/entrants are expected to honour the tradition of fair play. Use of modern technology, methods, materials or substitute parts, which offer any competitive advantage are not permissible.
- 5.8 Mechanical preparation of the cars should conform to the techniques, materials and components generally in use in the relevant period. The use of technology, parts, equipment or material not available during the relevant period is not within the “spirit of the regulations”.
- 5.9 The onus of proof of eligibility of the car and its components rests with the entrant/competitor.
- 5.10 The Classic Class shall be run and administered by the Classic Class Committee, whose names, contact details and portfolios shall be communicated elsewhere.
- 5.11 The MSA GCR’s and SSR’s for rallying for the sporting season 2018 shall form the basis of the requirements for competing in the series, except as modified or adapted as per these “CLASSIC CLASS REGULATIONS for 2018”.
- 5.12 For 2018, the Classic Championship shall consist of 2 classes, an “authentic” Classic Class for cars which comply fully to period, and a “modified” Classic Class, which shall permit limited deviations without detracting from the outward appearance of the cars.
- 5.12.1 Classic Class C shall be contested by 2-WD normally aspirated cars which are strictly period and which conform to Group 2, Group4, Group A and Group N.
- 5.12.2 Classic Class M shall be contested by 2-WD, naturally aspirated cars which conform to Group 2, Group 4, Group A and Group N. Classic Class M cars may have non-period equipment fitted, which may include but not limited to sequential gearboxes or H Pattern gearboxes with more than 5 forward gears, or engines of the same manufacture of the shell/chassis but without restriction as to build date.
- 5.13 Eligible cars shall be Series Production Vehicles built before 31st December 1987 and which conform to the specifications as set out below.
- 5.13.1 All vehicles shall be licensed for road use and shall conform fully to the Road Ordinance of the Province or Country in which they are registered and shall be in a roadworthy state.
- 5.13.2 Vehicles must have a valid VIF approved by the Classic Class committee to be eligible to enter events.
- 5.13.3 Any vehicle which has a FIA HTP shall be eligible to enter events, irrespective that such vehicle does not comply fully with these CLASSIC CLASS REGULATIONS.
- 5.13.4 Any vehicle which has a HTP, or VIF, or overseas equivalent issued by a FIA authorised ASN may be permitted to enter events, irrespective that such vehicle does not comply fully with these CLASSIC CLASS REGULATIONS.
- 5.13.5 Difficulty or expense involved in sourcing some of the original parts and components in order to keep the car strictly period shall be considered by the Classic Class Committee on appeal, and may allow the use of “substitute” parts, provided such parts do not offer any performance advantage. Such deviations shall be noted in the car’s VIF.
- 5.14 In order to qualify to compete in the Classic Class/s, the entrant/competitor shall be required to submit a fully completed Vehicle Identification Form (VIF). The car will be checked for conformance with these regulations by the Classic Class Committee or an authorised representative thereof and the VIF issued. On approval of the VIF, the car will be issued a competition number for the Classic Class. The car is required to comply at all times to the specification as set out in the VIF. Any upgrades or changes made to the car must be brought to the attention of the Classic Class Committee and an updated VIF issued after inspection and approval. The VIF shall be carried in the car at all times.
- 5.14.1 All and any deviations from set specifications as laid out here, shall be recorded in the vehicle’s VIF and shall be submitted to the Classic Class Committee for approval and sign-off. Thus, as applicable, the VIF for cars contesting Classic Class M shall contain as part of the record, details of gearbox, engine and transmission layout.
- 5.14.2 All and any approved deviations from set specifications as laid out here, for cars contesting Classic Class C and Classic Class M, where parts or components or material/s or technology have been proven to be unobtainable or prohibitively expensive, shall be entered in the car’s VIF, and shall be signed off by the Classic Class Committee.

- 5.15 Body/Chassis.
- 5.15.1 The silhouette of the Series Production Car shall not be altered with the exception that period type rear boot-lid spoilers and wheel arch extensions are permitted.
 - 5.15.2 The integrity of the chassis or monocoque shall not be compromised in any way. Replica tubular or space-frame construction is not permitted under any circumstances.
 - 5.15.3 Non-structural body panels such as bonnets, boot-lids and fenders manufactured of GRP/Fibre Glass or aluminium are permitted.
 - 5.15.4 Side and rear windows may be manufactured of Polycarbonate type material (Lexan or Perspex or any suitable clear material).
 - 5.15.5 Windscreens must be made from safety glass or laminated glass.
 - 5.15.6 A Suspension tower strut brace may be fitted provided it remains removable.
 - 5.15.7 Seam welding is permitted.
 - 5.15.8 Body strengthening/reinforcing is permitted provided the additional material follows the shape of the original part and is in contact with it.
 - 5.15.9 Underbody protection plates are permitted, provided that their sole function is to protect the underside of the car from damage.
 - 5.15.10 Inner fender liners may be removed.
 - 5.15.11 Fender edges may be folded back (rolled) if they protrude inside the wheel housing.
 - 5.15.12 Fenders must retain their original external shape but flaring or extension of wheel arches is permitted.
 - 5.15.13 External rear-view mirrors may be substituted.
 - 5.15.14 Roof vents are permitted but must be located in the forward one-third of the roof, so that the open sides face forward and the vertical opening is not greater than 100mm.
 - 5.15.15 Period body shell modifications to facilitate drive train and exhaust system fitment are permitted.
 - 5.15.16 Body shell modifications to allow the installation of alternative mounting points for period modifications to the rear suspension are permitted.
 - 5.15.17 No modifications to the front suspension mounting points are permitted.
 - 5.15.18 The interior trim is free.
- 5.16 Engine.
- 5.16.1 The engine must be mounted in the original compartment and in the same orientation as per the original (longitudinally or transversely). Engine mountings are free.
 - 5.16.2 Any engine of the same manufacture as the chassis/body shell may be fitted on the proviso that it was fitted in period by the original chassis manufacturer.
 - 5.16.3 For Modified Classic Class cars, these regulations permit the use of any engine of the same manufacture as the chassis/body shell, with no age limitation.
 - 5.16.4 The cylinder head must be of the same manufacture as the engine. Modifications are free except that the number and location of camshafts may not be changed.
 - 5.16.5 Camshafts are free provided they remain in the same location.
 - 5.16.6 Inlet and exhaust manifolds are free.
 - 5.16.7 Induction systems are free, provided that the original period system is retained.
 - 5.16.8 Fuel injection is permitted if the vehicle as constructed in period came out of the factory with such. Mechanical fuel injection systems may not be replaced by electronic fuel injection systems.
 - 5.16.9 Computerised electronic fuel injection may be utilised if originally fitted by the factory in period and only in the event that the OE ECU is used.
 - 5.16.10 Vehicles which were fitted with fuel injection may be retrofitted with carburettors.
 - 5.16.11 Carburettors are free.
 - 5.16.12 Throttle bodies may not be fitted.
 - 5.16.13 The ignition system is free except that the use of coil packs is prohibited. Electronic distributor systems are specifically allowed.
 - 5.16.14 The exhaust system is free.
- 5.17 Cooling.
- 5.17.1 The cooling system is free provided all components are mounted within the bodywork.
 - 5.17.2 Engine oil coolers may be fitted.
 - 5.17.3 Gearbox oil coolers may be fitted.

- 5.18 Gearbox.
- 5.18.1 The gearbox must be as per the original series production unit...or
 - 5.18.2 The gearbox shall be a recognised replica of the original production unit...
 - 5.18.3 A non-OE option from an alternative vehicle of the period...
 - 5.18.4 A newly manufactured "H-pattern" manual type gearbox produced for direct replacement of an original OE gearbox...
 - 5.18.5 An alternative transmission from any vehicle manufacturer where such alternative gearbox was fitted to a series production vehicle within the period.
 - 5.18.6 The gear selection mechanism must be as per the transmission of the period.
 - 5.18.7 Sequential gearboxes are prohibited with the exception that they are allowed in cars of the Modified Classic Class.
 - 5.18.8 Gearboxes shall have a maximum of 5 forward gears, except that as in cars fitted with sequential gearboxes as per 4.9.5, the maximum number of forward gears is 6.
 - 5.18.9 "H Pattern" manual gearboxes having more than 5 forward gears shall be permitted in cars contesting the Modified Classic Class.
 - 5.18.10 Internal components are otherwise free.
 - 5.18.11 Clutch and flywheel assemblies are free.
- 5.19 Differential/ Final Drive.
- 5.19.1 The final drive shall be free provided that the original type of axle housing shall be retained.
 - 5.19.2 Live axles may not be replaced by independent suspension systems, nor may independent suspension be replaced by a live axle.
 - 5.19.3 LSD – Limited Slip Differentials shall be free.
 - 5.19.4 Locking of a differential mechanism by means of welding is specifically permitted.
- 5.20 Suspension.
- 5.20.1 Springs and dampers are free provided that the original type is retained.
 - 5.20.2 Where coil-over type rear suspension is fitted it is permitted to remove the original leaf spring.
 - 5.20.3 Anti-roll bars may be added, remove or substituted.
 - 5.20.4 Suspension bushes are free.
 - 5.20.5 Rear axle location may incorporate period modification. Trailing link rear axle location, Panhard Rod and Watts Linkage systems are permissible.
 - 5.20.6 Fitment of concentric or eccentric top mounts is permitted.
 - 5.20.7 Fitment of concentric or eccentric top mounts is permitted.
- 5.21 Steering.
- 5.21.1 Steering is free.
 - 5.21.2 Power steering is permissible.
- 5.22 Electrical.
- 5.22.1 The electrical system is free.
- 5.23 Air Conditioning.
- 5.23.1 Air conditioning is permitted.
- 5.24 Brakes.
- 5.24.1 Dual circuit braking systems are permitted.
 - 5.24.2 The installation or removal of vacuum power boosting is permitted.
 - 5.24.3 Brake Lining material and hydraulic hoses are free.
 - 5.24.4 Drum brakes may be replaced by disc brakes. Rotors may be constructed only of ferrous materials.
 - 5.24.5 Pedal boxes enabling brake bias adjustment are permissible.
 - 5.24.6 Hydraulic handbrakes are permitted.
- 5.25 Scoring will be as per the 2018 Rally Regulations Part 5 SSR 15
- 5.25.1 The Classic Class will be scored separately to the SA National Championship
- 5.26 Route Safety Notes & Reconnaissance: These are entirely optional and the option must be clearly indicated on the entry form. The existing rally regulations relating to reconnaissance apply in full.
- 5.27 The starting order on an event, shall be strictly in accordance with a competitor's seeding. No consideration shall be given to a driver who does not have a seeding relevant to his starting slot on the basis of assumed skill or reputation. The Classic Class Committee will ensure that point standings and seedings will be maintained up to date and are implemented within a reasonable time. Relief from this ruling may be obtained on an event on successful appeal via the Competitor Liaison Officer to the Clerk of the Course, who is the only official authorised to make such a change, and whose decision shall be binding. See Part 5 Art 7 of these regulations.
- 5.28 The Classic Class and Modified Classic Class cars shall run in their "on the road" order on the second or subsequent days of an event.
- 5.29 Regulations: With the exception of the Classic Class Regulations specified above, all other 2018 SSR's for Rallying as detailed in Parts 1, 2 and 5 are applicable.
- 5.30 The entry fee for the 2018 season shall be **R2,500.00 per event.**

5.31 Definitions.

The following is an explanation of definitions and abbreviations used in this document.

- 5.31.1 **Classic Class Committee** – means the committee which has been tasked with organising and regulating the Classic Class Championship for 2018 under the auspices of the MSA / NRC.
- 5.31.2 **CLASSIC CLASS C** – means Authentic Classic Class Cars as set out in these regulations, clause 5.12.1. This nomenclature provides scope for further expansion of the class designation to accommodate additional classes which may be included on the basis of engine capacity at some future date.
- 5.31.3 **CLASSIC CLASS M** – means Modified Classic Class Cars as set out in these regulations, clause 5.12.2. This nomenclature provides scope for further expansion of the class designation to accommodate additional classes which may be included on the basis of engine capacity at some future date.
- 5.31.4 **CLASSIC CLASS REGULATIONS** - means the regulations governing the rules of the Classic Class for the 2018 season.
- 5.31.5 **Electronic** - means controlled by an ECU (Electronic Control Unit) using data gained from electronic sensors.
- 5.31.6 **HTP** – means Historic Technical Passport.
- 5.31.7 **OE** – means Original Equipment parts as supplied and/or fitted by the original vehicle manufacturer.
- 5.31.8 **Series Production Vehicle** – means a car that has been manufactured in a certain number of identical units within a specified time frame by the same manufacturer, and intended for sale to the general public through a dealer network.
- 5.31.9 **Substitute part** – means a part or component manufactured to replicate function and purpose of an OE part which can be fitted without modification.
- 5.31.10 **VIF** – means Vehicle Identification Form.

6. Open Class

- 6.1 The Open Class is a support class in the 2018 SA National Rally Championships. The Open Class aims to encourage the use of older rally cars and to create a platform whereby new, existing and former rally competitors can participate at a lower cost level.
- 6.2 The Open Class will have no official National Rally Championship status – Club status only.
- 6.3 A Minimum license requirement : **Club type license**
- 6.4 The Open Class will be organized, coordinated and run by the NRC Committee of which the MSA NRC Technical Delegate will be a member.
- 6.5 The NRC Committee may adapt the Open Class regulations during 2018 to accommodate cars and to maintain a competitive balance.
- 6.6 On first entry in the Open Class, the entrant will be required to submit a fully completed Open Class Vehicle Identification Form (VIF). The VIF will be verified by the Open Class Committee. Once approved the entrant will be issued a competition number for the Open Class. The car is required to compete as per the specification as detailed in the VIF. New upgrades and changes must be requested and verified by the Open Class Committee, an updated VIF will then be issued.
- 6.7 Eligible Vehicles:
The Open Class will be split into two categories:
- 6.7.1 Open 2 (For all 2 Wheel Drive Cars, Normally Aspirated or forced induction Sedans)
- 6.7.2 Open 4 (For all 4 Wheel Drive Cars, Normally Aspirated or Forced induction Sedans)
- 6.8 Engine: The engine used must originate from the marque of the chassis
- 6.9 Gearbox: the gearbox is free.
- 6.9.1 Allowed: Standard manufacturer; Sequential; Dogbox; Dogleg; Close Ratio.
- 6.9.2 Not Allowed: Shift assist (No Automatic, Hydraulic or Electrical shift)
- 6.10 Suspension: Suspension is free but the mountings and type must conform to the original design and mountings and/or homologated changes carried out during the competition history of the rally car in its era.
- 6.11 Body Shape: The body shape must reflect original silhouette – no wings/spoilers unless used on the original model or homologated rally car (proof required).
- 6.12 Windows: 4mm Polycarbonate will be permitted for side and rear windows and fibreglass permitted for non- structural panels. Roof vents are optional.
- 6.13 Safety equipment: Except for the following, the requirements of the Rally Regulations Part 1 SSR 163 Equipment and FIA Appendix J Art 253 Safety Equipment apply in full:
- 6.13.1 Safety Harnesses: 4 or 5 point harnesses will be permitted and may be used up to 5 years after the validity date on the belts provided that the belts are in good condition, not faded, not frayed or modified in any way. Original labels must be legible.
- 6.13.2 Helmets: Refer to SSR 163.9
- 6.13.3 Frontal Head Restraint devices: FHR devices as defined in Part 1 SSR 163.11 of these regulations are highly recommended.
- 6.14 Scoring will be as per the 2018 Rally Regulations Part 5 SSR 15
- 6.14.1 The Open Class will be scored separately to the SA National Championship and 6 out of 7 events will count.
- 6.15 Route Safety Notes & Reconnaissance: These are entirely optional and the option must be clearly indicated on the entry form. The existing rally regulations relating to reconnaissance apply in full.
- 6.16 The starting order within the Open Class will be determined by the relevant driver's seeding
- 6.17 Super Rally: The Open Class entries are eligible for Super Rally, the existing Super Rally Regulations apply in full.
- 6.18 Tyres are free – make/type/design and quantity
- 6.19 Regulations: With the exception of the Open Class Regulations specified above, all other 2018 SSR's for Rallying as detailed in Parts 1, 2 and 5 are applicable.

7. START ORDER

- 7.1 The R2N top 7 will be drawn in the beginning of the season based on 2017 seeding. The top 7 will start day 1 in rotation as explained in SSR 193.16.2
- 7.2 DAY 2 Restart positions – The top7 R2N crews as per Day1 result will start in their sequence. The remaining crews will fill from position 8 to the last car in their correct sequence, spare for if the Clerk of the Course deems a faster car to be in the wrong starting position based on seeding and may move such crew(s) up the field based on grounds of safety. The Clerk of the Course may impose a bigger time gap after the leading top 7 and remaining field.

8. TYRES

- 8.1 **General:** Any chemical and/or mechanical treatment or modification of tyres including the use of devices for the heating of tyres is prohibited.
The minimum tyre tread depth at any point on the tread surface shall not be less than 2.0mm. Chains and any devices which attach to the tyre or wheel rim to improve traction are not permitted.
- 8.2 **Tyre specification and allocation in National Championship events:**
- 8.2.1 **R2N Class:** The only permitted tyres for R2N Class are as follows: Dunlop DZ87R 185/65R15, H51 and Dunlop DZ74R (wet) 185/65R15. A Total of 70 tyres will be permitted for the 7 National Championship Rallies. Competitors competing in single events will be permitted 10 gravel tyres per event, dry and wet tyres may be used in any combination to make up the tyre allowance.
- 8.2.2 R2N Class: The onus rest on the competitor to have his 10 allocated tyres per event marked for the event entered. (York Rally will permit 12 for the event)
- 8.2.3 R2N Class: On National Championship Rallies, any previously marked gravel tyres (not marked for the current event) may be used, provided that these tyres are bona fide used gravel tyres and have been presented to the Technical Delegate at Scrutineering for approval and additional marking.
- 8.2.4 **Tyre Marking.** In the R2N Class in National Championship Rallies, each crew will have their tyres marked before the race by the technical delegate and / or scrutineers of the event. Marking can be in any form deemed sufficient for control purposes. If tyre decals are used, it will be the crew's responsibility to ensure the tyres are marked. Each crew's decals will bear a unique marking (number). At all times during the event, each tyre fitted to the car must bear the unique marking issued to the crew. The responsibility of maintaining the tyre markings shall rest with the competitor. Any non-compliance to the above will be reported to the Stewards for action.
- 8.2.5 R2N: The Penalty for competing with an unmarked or unallocated tyre will be 5 minutes per tyre.
- 8.2.6 **Classic Class:** Tyres are free.
It is highly recommended that competitors make use of the control tyre which is approved for the NRC Championship which is Dunlop.
- 8.2.7 Classic Class: The onus rest on the competitor to have his 8 NEW tyres per event marked for the event entered. (York Rally will permit 12 for the event)
- 8.2.8 Classic Class: On National Championship Rallies, any previously marked gravel tyres (not marked for the current event) may be used, provided that these tyres are bona fide used gravel tyres and have been presented to the Technical Delegate at Scrutineering for approval and additional marking.
- 8.2.9 **Tyre Marking.** In the Classic Class in National Championship Rallies, each crew will have their tyres marked before the race by the technical delegate and / or scrutineers of the event. Marking can be in any form deemed sufficient for control purposes. If tyre decals are used, it will be the crew's responsibility to ensure the tyres are marked. Each crew's decals will bear a unique marking (number). At all times during the event, each tyre fitted to the car must bear the unique marking issued to the crew. The responsibility of maintaining the tyre markings shall rest with the competitor. Any non-compliance to the above will be reported to the Stewards for action.
- 8.2.10 Classic Class: The Penalty for competing with an unmarked or unallocated tyre will be 5 minutes per tyre.
- 8.3 **Spare Tyres:** In the R2N Class, any used previously marked (NRC supplied tyre decal from a prior event) gravel tyre may be used as a spare tyre (wheel) secured in the car. The above spare tyre (wheel) may only be used on the car in the advent of a bona fide puncture. This applies at any time during the event. At any time of tyre decal checking, if a previously allocated tyre decal is identified on any of the tyres on the car, a spare wheel in the car must be visibly shredded/damaged/punctured for each such tyre identified and at least four tyres on or carried in or on the car must bear current event decals. Used tyres duly marked for the current event can also be used as spare tyres on the current event.
- 8.4 **Spare Wheel:** Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next area where a tyre change is authorised. No complete wheel may be loaded on or taken off the car elsewhere than in the service parks or the areas where a tyre change is authorised.
Notwithstanding the requirements of the FIA Regulations in Appendix J, a minimum of 1 spare wheel must be carried in the car at all times during the event.

9. SOUND AND NOISE LEVELS

The maximum exhaust noise levels for Special Stage Rally cars is define in the MSA Environmental Code Appendix 1 Article 9 Table 1. Notwithstanding the specified levels, the maximum permitted sound level of all special stage rally cars shall not exceed 103dB(A) measured at 2 meters.

10. ENVIRONMENTAL MATS REQUIRED IN OVERNIGHT PARC FERME

Environmental mats which comply with the requirements of the MSA Environmental Code Appendix 11 must be placed under the engine/gearbox of each rally cars parked in an overnight Parc Fermé. Non-compliance will be reported to the Stewards for action.

11. HOMOLOGATIONS (applicable to the R2N Class)

11.1 All Homologation applications, supported with the relevant documentation, shall be applied for at least 14 (Fourteen) 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.

11.2 Where a manufacturer or constructor represented in South Africa expresses an interest in supporting the R2N 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 or constructor 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.

11.3 Homologation Forms: Applicable to all National Championship events.
The complete homologation form applicable to the competing car printed on FIA or MSA stamped/watermarked paper must be presented at pre and post event scrutineering on request by the scrutineers.
The homologation form must be available from the crew or team representative at any service park.

12. Technical Passport

A duly completed "Technical Passport for National Rally Championship Rally Car" is required for **all** competing cars in **all** National Championship rallies in **all** Classes.

The technical passport must be certified by the MSA Technical Delegate.

The Technical Passport must be retained in the competing vehicle for the duration of the event and presented to the scrutineers on demand. The Technical Passport must be kept in good condition and must contain all of the relevant pages

The Technical Passport is available for down-load on www.sarallying.co.za under Technical/documents, must be printed in colour and fully completed.

13. Dispensations

13.1 Dispensations applicable to National Championship R2N Class will be processed and approved as follows:

13.1.1 Dispensation is defined as permission to use a part/s alternative to the one specified in the regulations or homologation document.

13.1.2 Application and approval is applicable to a single NRC event only.

13.2 Dispensation is intended to accommodate an alternative part if the specified, original or homologated part is currently un-available (out of stock-short term).

13.3 The alternative part (for which dispensation is requested) should not provide any performance advantage.

13.4 The function of the alternative part should be identical to the original part.

13.5 Dispensation is intended to accommodate parts for which the VO (homologation document change) is in progress and delayed by unforeseen circumstances.

13.6 The dispensation request will be circulated to the RTWG, approval is required from the majority of the RTWG.

13.7 Requests for dispensations must be submitted no later than 24h00 on the Wednesday in the week preceding the rally, no requested will be processed in the same week as the rally.

13.8 The request for dispensation must be submitted on the Request for Dispensation Form available via the Technical Delegate (and on the sarallying.co.za website Technical/Forms).

13.9 The dispensation request/approval/notification process will be facilitated via the NRC Technical Delegate.

13.10 Approved Dispensations will be posted on the Official Notice Board at the event.

14. Equivalent Parts Replacement System (EPRS, R2N Class)

- 14.1 The EPRS is intended to facilitate alternative, cost reduced component, locally manufactured as a replacement for a homologated component, the EPRS will be processed and approved as follows:
- 14.1.1 The principal of the EPRS is the replacement of a specified part with a cost effective locally available or locally manufactured part.
 - 14.1.2 The Fit, Form and Function of the Replacement Part should be identical to the original or existing homologated part.
 - 14.1.3 The system is not intended as a means of introducing changes or a means of by-passing the existing Joker system
 - 14.1.4 The EPRS is applicable to all R2N cars.
 - 14.1.5 The system does not include parts listed in the Gp A VO components list.
 - 14.1.6 The EPRS process will function as follows:
 - 14.1.7 Application: Initial request for the replacement part detailing the reason, process, savings, differences etc. on the EPRS Application Form. Supporting documents (drawings, photographs) must be included.
 - 14.1.8 Application approval process: The EPRS Application form and supporting documentation is submitted to the MSA Technical Delegate who will circulate to the RTWG for approval.
 - 14.1.9 EPRS VO Submission: On approval of the EPRS Application, the EPRS VO must be compiled and submitted for approval as per the existing Homologation documents process.
 - 14.1.10 EPRS VO Approval: Approval of the EPRS VO by the RTWG.
 - 14.1.11 The EPRS Application must be applied for 7 (seven) working days before they become approved/valid.

15. Evolution of the Type (ET), MSA R2N Homologations

- 15.1 A manufacturer or constructor may submit a request to the RTWG for a MSA ET upgrade to a currently homologated R2N car, the ET upgrade must comply to the following criteria and process:
- 15.1.1 The ET upgrade may only include "bolt on parts" to the body shell of the existing homologated car.
 - 15.1.2 The ET parts are limited to front & rear bumpers, bonnet, headlights, indicators, grille, tail gate doors and tail lights. The ET may include any combination of the specified parts.
 - 15.1.3 The ET upgrade must be based on a specific model from the family.
 - 15.1.4 The motivation from the manufacturer or constructor must be based on a detailed marketing campaign of the specific model.
 - 15.1.5 The parts used must all be from one specific model and may not be a combination of parts from different models.
 - 15.1.6 The request must be submitted to the RTWG together with the specific details of the parts to be upgraded, specify the specific model, and include confirmation of the marketing campaign, details of the modifications.
 - 15.1.7 The request must be submitted to the RTWG 20 working days before approval for the ET upgrade is required. The ET upgrade is not valid unless it has approval from the RTWG.
 - 15.1.8 The ET parts and modifications must be detailed in a MSA ET Homologation Extension Form and must be used in their entirety from the date of homologation or once fitted to a specific car and recorded in the technical passport.

16. APPLICABLE REGULATIONS

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

17. AIMS OF THE CHAMPIONSHIP

- 17.1 To declare a South African National Rally Champion - Driver.
- 17.2 To declare a South African National Rally Champion - Co-driver.
- 17.3 The first place trophies for the above champions will be presented at the annual MSA National Awards Banquet.

18. AIM OF THE CLASSES

- 18.1 To declare an Overall R2Masters Class Champion Rally Driver.
- 18.2 To declare an Overall R2Masters Class Champion Rally Co-driver.
- 18.3 To declare an Overall Classic Class Champion Rally Driver.
- 18.4 To declare an Overall Classic Class Champion Rally Co-driver.
- 18.5 To declare an Overall Open Class winning Rally Driver.
- 18.6 To declare an Overall Open Class winning Rally Co-Driver
- 18.7 The first place trophies for the above winners will be presented at the annual NRC Prize Giving.

19. MINIMUM NUMBER OF STARTERS

- 19.1 **A minimum of 10 vehicles will be required to participate in at least 70% of the Championship rounds for the R2N class to count towards a National Championship.**

20. EVENTS

- 20.1 The 2018 Motorsport SA Calendar details the events that comprise the National Championshipseries.
- 20.2 The SA Rally Championship will consist of seven events of which one may be a round of the FIA African Rally Championship.
- 20.3 Events will consist of 140km \pm 10% of Special Stages. Any event electing to inscribe as an International event (other than the ARC event) will comply with all the requirements of the SA National Rally Championship.
- 20.4 In the event that any round, whether as a result of force majeure or for any other reason, runs an actual stage distance of less than 130 km of special stages, full points will nonetheless be allocated, unless the Stewards of the event determined that the remaining distance was insufficient to establish a credible competition, in which case they will make a recommendation to MSA. The decision of MSA in this regard will be final.

21. DRIVERS AND CO-DRIVERS CHAMPIONSHIP - POINTS SCORING

21.1 SA NATIONAL CHAMPIONSHIP

- 21.1.1 The Championship is open to all competitors holding a South African competition license competing in cars eligible in Class R2N.
- 21.1.2 Six (6) of the Seven (7) events will count towards the SA National Rally Championship. Excluded and disqualified events will not count as the seventh event to be discarded. Lowest point scores , DNS and DNF's may count.
- 21.1.3 A competitor's score on each event, counting towards the overall Driver / Co-driver for National Championship will be the total of his/her overall classification points within the R2N class.
- 21.1.4 Competitors who enter Super Rally, are eligible to score half points based on their overall classification.
- 21.1.5 A competitor's score on each event, counting towards the National Championship will be his / her classification points as per the table below.
- 21.1.6 If there are less than six starters in the relevant Class, the individual competitor points will be awarded as follows: The Class points table will be used but starting from the bottom i.e. If there are 5 starters the points will start from 5 points, if there are 2 starters the points will start from 2 points.

Class Position	1	2	3	4	5	6	7	8	9	10
Points	16	12	9	7	6	5	4	3	2	1

21.2 OPEN CLASS (non-championship class in 2018)

- 21.2.1 The Class is open to all competitors holding a South African competition license competing in cars eligible in the Open Class.
- 21.2.2 Six (6) of the Seven (7) events will count towards the Open Class Club Championship. Excluded and disqualified events will not count as the seventh event to be discarded. Lowest point scores, DNS and DNF's may count.
- 21.2.3 A competitor's score on each event, counting towards the overall Driver / Co-driver for the Open Class Club Championship will be the total of his/her overall classification points within the Open class.
- 21.2.4 Competitors who enter Super Rally, are eligible to score half points based on their overall classification
- 21.2.5 A competitor's score on each event, counting towards the Open Class Club Championship will be his / her classification points as per the table below.
- 21.2.6 If there are less than six starters in the relevant Class, the individual competitor points will be awarded as follows: The Class points table will be used but starting from the bottom i.e. If there are 5 starters the points will start from 6 points, if there are 2 starters the points will start from 2 points.

Class Position	1	2	3	4	5	6
Points	9	6	4	3	2	1

- 21.3 **CLASSIC CLASS** (non-championship class in 2018)
- 21.3.1 The Championship is open to all competitors holding a South African competition license competing in cars eligible in the Classic Class.
- 21.3.2 Six (6) of the Seven (7) events will count towards the Classic Class Club Championship. Excluded and disqualified events will not count as the seventh event to be discarded. Lowest point scores , DNS and DNF's may count.
- 21.3.3 A competitor's score on each event, counting towards the overall Driver / Co-driver for the Classic Championship will be the total of his/her overall classification points within the Classic Class.
- 21.3.4 Competitors who enter Super Rally, are eligible to score half points based on their overall classification.
- 21.3.5 A competitor's score on each event, counting towards the Classic Class Championship will be his / her Combined classification points of both Overall and Class as per the tables below.
- 21.3.6 If there are less than six starters in the relevant Class, the individual competitor points will be awarded as follows: The Class points table will be used but starting from the bottom i.e. If there are 5 starters the points will start from 6 points, if there are 2 starters the points will start from 2 points.

CLASSIC OVERALL POINTS SCORING

Placing	1	2	3	4	5	6	7	8
CLASSIC	25	21	19	17	16	15	14	13
MODIFIED	21	19	17	16	15	14	13	12

CLASSIC CLASS POINTS

Placing	1	2	3	4	5	6	7	8
CLASSIC	15	12	9	6	4	3	2	1
MODIFIED	15	12	9	6	4	3	2	1

The CLASSIC CLASS COMMITTEE reserves the right to add additional classes should the number of entries warrant such decision, and to apply a form of points handicapping, which shall enable competitors the ability to compete for Overall class honours on a fair and reasonable footing. Such action may include splitting the class/s by engine capacity or by application of an Index of Performance, or any method which shall find consensus and shall be binding for the duration of the 2018 season.

- 21.4 **In the event of a Tie (ALL CLASSES)**
- 21.4.1 Any ties in the **final results** of an event will be decided in favour of the competitor with the greatest combined number of fastest stage times in class.
- 21.4.2 If this does not resolve the tie, the competitor with highest total of second fastest stage times in class, and so forth until a winner can be decided.
- 21.4.3 Any ties in the **final championship** log will be decided in favour of the competitor with the greatest combined number of 1st Overall in class.
- 21.4.4 If this does not resolve the tie, the competitor with highest total of second place Overall in class, and so forth until a winner can be decided.
- 21.4.5 If a tie still remains, performance in all the Championship events will be taken into consideration and if this is ineffective, the NRC / MSA will declare the winner on any basis it may deem fit.

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