



REGULATIONS AND SPECIFICATIONS FOR THE 2020 WESTERN CAPE REGIONAL RALLY CHAMPIONSHIP (162091/144)

All qualifying rallies shall be held under the 2020 General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Standing Regulations, Special Stage Rally Regulations (162093/144) and the event Supplementary Regulations (SR's) issued by the promoters / organisers and any applicable Circulars of MSA.

1. CONTROLLERS

Will be the Motorsport South Africa (herein referred to as MSA) Western Cape Regional Motorsport Committee.

2. AMENDMENTS

ANY Proposed / desired changes to these Championship Regulations **must** be submitted in writing to the Controllers for consideration at their next Regional Committee Meeting.

The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations. Such changes to these Regulations **shall** be issued on a MSA Circular and posted on the MSA website and circulated to all registered club's secretaries for their members to be notified. Any technical changes will be notified at least 3 weeks before the next event.

3. AIM OF THE CHAMPIONSHIP

To declare an overall Western Cape Regional Rally Champion Driver and Co-Driver/Navigator.

4. ELIGIBILITY OF DRIVERS / CO-DRIVERS / NAVIGATORS TO PARTICIPATE IN THE CHAMPIONSHIP

4.1 The Championship shall be open to all drivers / co-drivers / navigators holding a current, valid MSA Regional or National Rally Competition Licence and who are resident within the area controlled by the MSA Western Cape Regional Motorsport Committee. No competitor may score in the Western Cape Championship if he / she is competing in a similar championship in another region or if a similar championship is available in his / her region.

4.2 The drivers must not be less than 17 years of age and must;
a) Hold a valid current provincial drivers licence, or;



- b) Be in possession of a valid current learner's licence, in which case the co-driver / Navigator must be in possession of a valid and current provincial driver's licence;
 - c) SSR 165 may be applied subject to the conditions of GCR 127 c (iii);
 - d) During a Special Stage, only the nominated Driver may be in control of a vehicle.
- 4.3 On the National Championship rallies held in the region, a crew members' eligibility will be determined individually, but on all other events the ineligibility of one crew member will render the other also ineligible.

5. CHAMPIONSHIP EVENTS

- 5.1 There will be six (6) events counting towards the 2020 Western Cape Regional Rally Championship (one or more of the events may be classified as a National event).
- 5.2 If more than six (6) events are held then the competitors best six (6) will count toward the Championship. Exclusions must be retained in the six (6) scoring events i.e. they cannot be dropped.
- 5.3 If less than six (6) events are held the Championship may be declared null and void.
- 5.4 Where a Regional Rally is combined with a National Rally in the region, eligible drivers and co-drivers / navigators who enter the national event will need to enter the Regional Rally as well in order to be scored for the Regional Championship.

6. RESERVED

7. MINIMUM NUMBER OF STARTERS

- 7.1 The minimum total number of starters will be 12 eligible starters for an event to count towards the Championship.
- 7.2 A minimum of 3 starters per class is required for class winners to be declared.

8. RALLY DISTANCE

- 8.1 The total Special Stage distance should be 90 km plus / minus 15 km. When the Regional Rally forms part of a National Championship event in the Western Cape Region, the full rally distance may be applicable to the Regional competitors.
- 8.2 Any exception to these distances will only be considered on application to the Controllers.

9. CLASSES

- 9.1 Eligibility of vehicles: As set out in Part 5, Articles 1 and 2 of the Regulations and Specifications for the SA Drivers and Co-Drivers Championships in the 2020 SSR's for Rallying. All classes will score towards the championship.



9.2 Classification:

- Class S5: For two or four-wheel drive, homologated & non-homologated and restricted (rotary / supercharged and turbocharged) vehicles with a capacity not exceeding 3500cc. Sequential gearbox is permitted.
- Class S4: For two-wheel drive vehicles unrestricted with a capacity between 2051cc and 3500cc.
- Class S3: For two-wheel drive vehicles unrestricted with a capacity between 1661cc and 2050cc.
- Class S2: For two-wheel drive vehicles unrestricted with a capacity between 1451cc and 1660cc.
- Class S1: (Budget Class) For two-wheel drive vehicles, restricted only in that the standard eight (8) valve cylinder head and carburettor / injection system must remain, otherwise unrestricted with a capacity under 1450cc.
- Class R1 VW Polo Vivo GT Cup cars (NRC3 class)

In Classes S1 to S4 the engine and chassis must be of the same manufacturer. If the body came out with a four-cylinder engine, only a four-cylinder engine may be used. The capacity of a multi-valve engine, for Class purposes, will be the capacity multiplied by a factor of 1.2.

Turbo Diesel, as well as rotary / supercharged and turbo charged, vehicles will fall into the relevant class with a factor of 1.5. No off-road vehicle will be allowed to enter, unless the vehicle is licenced and road-worthy.

10. **COMPETITION NUMBERS**

- 10.1 All competition numbers must comply with MSA regulations (amongst others SSR 193 9.1 & 9.2) relating to size and colour. Failure to conform will result in a “non-start” or exclusion.
- 10.2 The Rally Sub-Committee, on behalf of the Controllers, shall issue all competition numbers.
- 10.3 Competition numbers are allocated to the DRIVER of the vehicle. On changing a vehicle, the number remains with the DRIVER.
- 10.4 Competition numbers will be recorded & maintained by Rally-Sub.
- 10.5 Competition numbers may only be kept reserved for a period of 36 months after the last rally in which it was used.

11. **CHAMPIONSHIP POINTS SCORING**

- 11.1 Overall Classification
- | | | |
|-----|---|-----------|
| 1st | - | 25 points |
| 2nd | - | 21 points |
| 3rd | - | 19 points |
| 4th | - | 17 points |
| 5th | - | 16 points |
- thereafter decreasing by one point to 20th position (1 point).



11.2 Class Position

Points per class per Rally will be awarded as follows:

1 st	-	9 points
2 nd	-	7 points
3 rd	-	5 points
4 th	-	4 points
5 th	-	3 points
6 th and lower	-	2 points

If there are less than three (3) starters in a class, points for the individual crew member in that class will be awarded as follows:

Two (2) Starters in class	1 st - 7 points, 2 nd - 5 points
One (1) Starter in class	1 st - 5 points

- 11.3 Full points will be awarded to eligible competitors in the Overall Championship, irrespective of the number of starters for the event. These points, so allocated, will be included in the total points scored by the competitors in determining the final championship positions at the end of the year.

However, in order for the Championship to be declared, the Championship must still meet the minimum criteria in terms of number of events run with the minimum number of eligible starters per event.

- 11.4 Competitors who have completed all the stages up to the last stage and who start the last stage but who fail to complete it will be allocated ONE (1) point for overall position and ONE (1) point for class position. These competitors will be indicated with an "S" in the final stage column on the result sheet.
- 11.5 Points scored as a Driver will not count towards the Co-Drivers Championship and vice versa.
- 11.6 Ineligible crew members shall be ignored as starters and finishers for both overall and class placing for the purpose of allocating championship points. Eligible crew members will score the same points as the driver.
- 11.7 Western Cape Regional Rally Championship competitors will be awarded points on their overall positions achieved ignoring positions achieved by ineligible competitors.
- 11.8 A National Competitor residing in the Western Cape, who wishes to score in the Western Cape Championship, **must** be an eligible competitor in terms of paragraph 5.3, compete and be scored in the results of a minimum of 3 (three) Regional Events.
- 11.9 Points scored on a tar event will not be included in the Championship scores (both Overall and Class) unless the crew members have participated (moved out of holding area under own vehicle power) in at least 3 (three) gravel events.
- 11.10 If a competitor is involved in the plotting / organizing of an event, he may only score organizer's points on one event in the championship year upon prior written application to and approval by the WC Regional Committee via the Rally Sub Committee. The points scored for this single event will be determined at the end of the year as it will be equivalent to the competitor's highest result scored during the year. For clarification, only the member of the crew applying to score organizer's points will be awarded points.



12. SEPARATION OF TIES

Any ties will be resolved in favour of the competitor having the greater number of firsts. If this fails, the greater number of seconds, then thirds, and so on. If the tie still remains, performance in all championship events will be taken into consideration and if this is ineffective, the MSA Western Cape Regional Committee will declare the winners on any basis it may deem fit, and their decision in this respect will be final.

13. DECLARATION OF CHAMPIONS

The MSA Western Cape Regional Motorsport Committee, at its sole discretion is responsible for declaring the winner of the Championship, or to withhold such declaration.

14. REGIONAL SUPER RALLY

- 14.1 A crew and their entered car will be allowed to re-enter a Regional Championship Event provided;
- They notify the Clerk of the Course by phone or rally radio network of their intention to re-enter the rally, and in writing to the Clerk of the Course before restarting.
 - They return to the service park and present their vehicle to the Scrutineer for safety inspection.
 - They hand their intention to re-enter in writing to the Scrutineer at the time of presenting their vehicle. The Scrutineer will sign for receipt of the intention on receipt page of the time card.
 - At the sole discretion of the Clerk of Course, should he deem it unnecessary, the competitor may forgo the vehicle inspection and return to the Service Park. In this case, the written intention of the crew should be handed in at the start of the next stage.
 - The crew may start the next available stage as instructed by the Clerk of Course and the starting position will be at his discretion.
- 14.2 For ease of identification the times achieved by Super Rally entries will be displayed in **ITALICS** and highlighted in yellow on the results sheet in the stage time block. Incomplete stages will be left blank.
- 14.3 Super Rally competitors who complete the last stage will be allocated ONE (1) point for overall position.

15. RECONNAISSANCE

Eligible competitors may be used to provide Route Notes for Regional Championship Events by traversing the route and from the Road Book supplied by the organizing club. Should any competitor not be happy with this ruling they should submit a letter to the Controllers at least 14 days before the first event of the season detailing their objection and submit a workable alternative to guarantee all events will have Route Notes.

16. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each event will be available on the Motorsport SA website (www.motorsport.co.za) and any objections concerning the scoring must be received by MSA in writing not later than 7 days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.



17. SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and videos. As such, competitors should be aware that their conduct on social media regarding MSA, the Championship, the Club, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and/or MSA into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that MSA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

APPROVED BY: Western Cape Regional Committee on 2 October 2019.