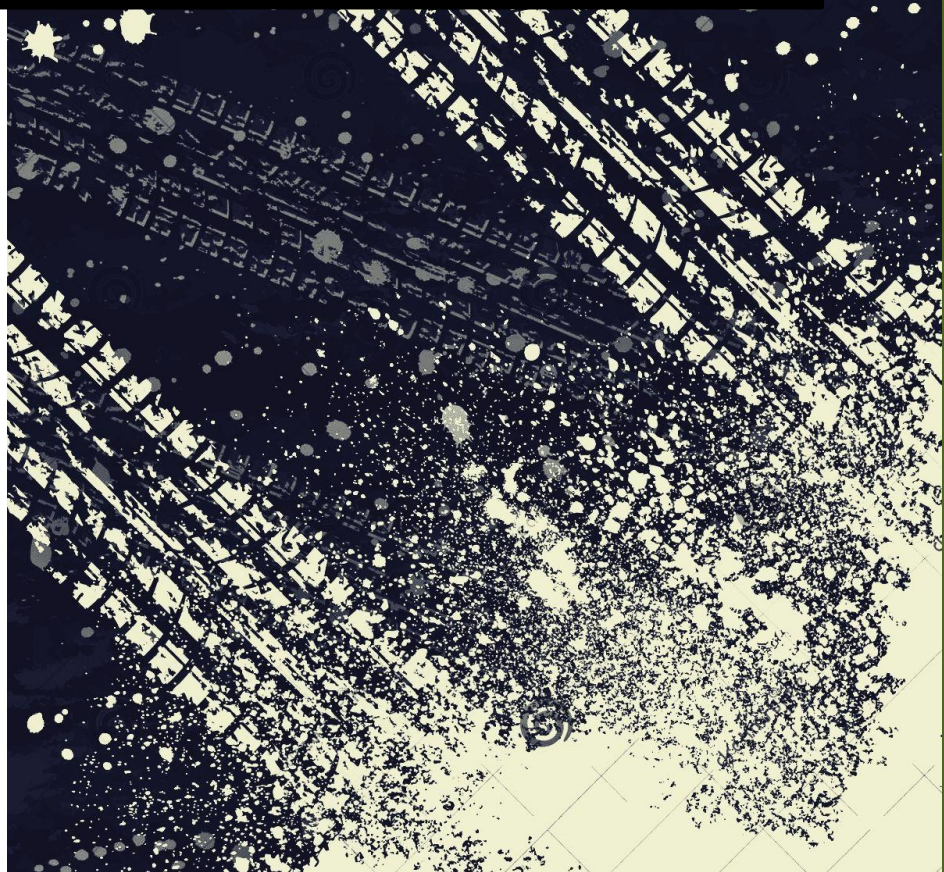




2021

MSA NATIONAL STANDING SUPPLEMENTARY REGULATIONS

Rally Championship



VERSION 1

21 January 2021

21 January 2021

REVIEW AND AMENDMENTS

Motorsport South Africa (MSA) will periodically review these rules and will present the revised version to all members for agreement to publish the updated version.

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

AMENDMENT RECORD

<i>Modified SSR / ART</i>	<i>Date applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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REGULATIONS APPLICABLE TO ALL SPECIAL STAGE RALLIES

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 full shall not apply under the relevant sub-headings. Promoters/ Organisers must specify in their SR's which SSR's (without the 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 suitable MSA Rally competition license valid for the current year are eligible to compete. Except where the entrant is a legal entity, other than one of the crew members, 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.

In order to be issued with competition licenses, see SSR165

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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, inapplicable Motorsport circulars and in official instructions will apply equally to commercial-type vehicles.

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SAFETY AND EQUIPMENT:

INDIVIDUAL COMPETITORS ARE RESPONSIBLE FOR ENSURING THEIR OWN SAFETY DURING COMPETITION. See GCR 239

163.1

EQUIPMENT:

163.1.1

Competition Seats:

All homologated cars competing in National Championship Rallies must be equipped with the FIA approved seats complying with FIA Standard 8855-1999 or 8862-2009, as well as seat anchorage points and supports must comply fully with FIA Appendix J Art 253 Art 16.

For all other classes in rallies, it is **highly recommended** that cars must be fitted with FIA or SANS approved competition seats and seat anchorage points and supports in compliance with FIA Appendix J Art 253 Art 16.

All of the above must be in a condition acceptable to the Technical Delegate.

163.1.2

Safety Harnesses:

Refer GCR 239.D.

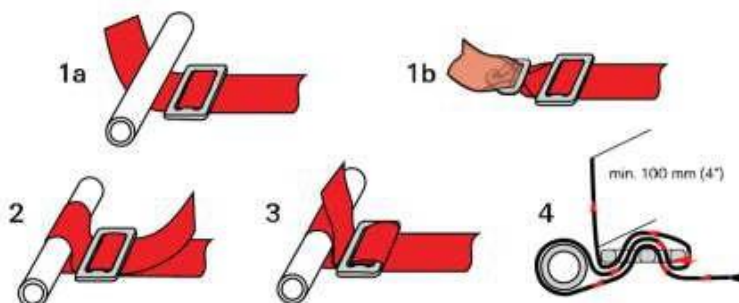
All cars must be fitted with lap and diagonal safety belts or full harnesses for each member of the crew.

For special stage rallies, 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 NRC 1 and NRC 2.

Note must be taken of the validity date on the label on the belts of the safety harness. **Refer to GCR 239.D.iv regarding the expiry date and the conditions under which a five-year extension will be applicable.**

On Homologated cars, the safety harness installation must conform to the requirements of FIA Appendix J Art 253 Article 6.2 and for all other cars in rallies, it is highly recommended. 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 should be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight. Harnesses should also be replaced if metal parts or buckles are bent, deformed or rusted. Any harness, which does not function properly, must be replaced.



163.1.2

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.

163.1.3

Helmets:

During Special Stages the wearing of a helmet, which is properly fastened, is mandatory. It is highly recommended for all competitors competing in National Championship Rallies to wear rally helmets that are 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 comply with other international Safety Standards may be accepted by the sole discretion of the Technical Delegate or Chief Scrutineer.**

163.1.4

Frontal Head Restraint (FHR):

It is compulsory for all competitors competing in NRC 1,2 and 3 of the National Championship Rallies, to wear an FIA 8858-2002 or 8858-2010 approved FHR device during all special stages, and highly recommended for all other classes. 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. **When an FHR is used, it must be used in conjunction with the appropriate compatible safety harness and helmet. When an FHR is not used, it is not permitted to use safety harnesses with FHR compatible shoulder straps.**

163.1.5

Protective Clothing:

Refer to GCR 239.A.

During Special Stages all competitors must wear protective clothing as follows:

Race Suits must be worn, ankle to wrist, fully zipped up. The wearing of an FIA approved **or MSA recognized fire retardant fabric (GCR 239 A)** balaclava is mandatory. The neck protection portion of the balaclava must be worn inside the Race Suit.

For FIA approved Race Suits (to FIA Standard 8856-2000) the wearing of FIA approved underwear is optional.

For locally produced fire-resistant Race Suits (complying with GCR 239 A) the wearing of FIA approved underwear or **MSA recognized fire retardant fabric (GCR 239 A)** underwear is compulsory. Underwear comprising long sleeve top and long johns is mandatory.

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.

163.1.6

Fire Extinguishers:

For Homologated cars fire extinguishers as per A below are mandatory. For all other cars fire extinguishers as per B below are mandatory or as per A below are optional:

- A:** Plumbed-in systems and /or handheld systems, complying fully to FIA Appendix J 253 Art 7.2.
- B:** Non-FIA Homologated vehicles must be fitted with a minimum of two handheld fire extinguishers to be fitted in the crew compartment in a place accessible to the driver and/or navigator. The handheld extinguishers must be secured by a minimum of 2 screw-locked metallic straps and the securing system must be able to withstand a deceleration of 25g. The handheld fire extinguishers shall comply with SABS 1910 for the extinguisher cylinder with a minimum capacity of 2,5kg DCP (dry chemical powder) extinguishant.

The extinguishant shall be MAP (mono-ammonia-phosphate), containing a minimum of 70% MAP in the DCP (Note the 70% is higher than the industry standard 40%). The DCP shall comply with SANS 1522. Alternatively, fire extinguishers that comply with FIA Art 283-2014, article 7 and technical list no 16 may be used. Note, two handhelds are required as stated above, not one as per FIA. One dry powder and one AFFF foam extinguisher may also be used as a pair.

The following information must be visible on each handheld extinguisher:

- capacity
- type of extinguishant
- weight or volume of the extinguishant.

The date of the extinguisher must be checked, which must be no more than one year after either the date of filing OR the date of the last check or corresponding expiry date.

Each handheld extinguisher must be equipped with a pressure gauge to check the pressure of the contents. Mounted piped systems will be regarded as additional to that specified above.

163.1.7

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.

163.1.8

Tools, Spare Wheels & Equipment stored 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 acceleration (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, e.g.: 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:

- i) Cable ties, springs, rubber straps, Velcro straps, and bungee cords and similar are not permitted.
- ii) Ratchet, locking, cam buckle, and over-centre tie-down straps are permitted.
- iii) Securing pins, mechanical clamps and threaded hold-downs that cannot vibrate loose are permitted.
- iv) Lateral movement of the spare wheel must be prevented should the securing system become slightly loose.
- v) After the use of the spare wheel, jack, tools and equipment by the crew, the items must be re-secured as presented to the scrutineers.

163.2 SAFETY:

163.2.1

Medical Aid Boards:

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

- i) **Description of the board:** The board will be made of a 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.
- ii) **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 competing vehicle.
- iii) **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 163.1.7**) 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, preferably 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.

A visual "Thumbs up" indication is allowed if time does not permit a competitor on the side of the road to have the "OK" board visible by the time that the next competitor behind him arrives. The "OK" board should, however, be displayed as soon as possible.

163.2.2

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 motorsport 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**.

163.2.3

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 odometer events only.

In other rallies, depending on the circumstances the stage involved may be canceled, 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 is 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.

163.2.4

Ambulances:

Ambulances shall be positioned at the start of each Special Stage. On stages less than 20km in length, Ambulances may be placed 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 in the Road Book (and Route Notes) and marked by a rally board.**

In the event of the deployment of an emergency vehicle from a mid-point, (which may only occur with the authority of the Clerk of the Course), a yellow flag will be waved by a third crew member, while the other crew members are deployed. This is to indicate the deployment of an emergency vehicle on the stage, 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 an emergency vehicle. A crew that has been shown the yellow flag will be given a nominal time for the stage and have lateness ignored, according to **SSR 163.19.1** in the event that the stage is restarted or **SSR 193.17** in the event of its being terminated as the case may be.

163.2.5

First-Aid Kits:

It is compulsory for Special Stage Rally competitors to carry a medical kit containing all the items listed below (one kit per car):

- 2 x Safety Goggles (Used in the event of a Shattered Windscreen)
- 1 x Neck Brace
- 1 x Bandage 75mm wide x 4.5m long
- 1 x Burn shield or Burn-Eaz Dressing: 10cm x 10cm 1 x CPR Mouthpiece with Plastic Skirt
- 1 x pair latex Glove's
- 1 x Rescue blanket (space blanket, foil blanket) 1 x First Aid Scissors
- 1 x Triangular Bandage

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 onboard 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 onboard (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 LICENSES:

165.1 All crew members competing in National Rally Championship classes must hold an MSA National Rally License.

165.2 Conditions for Drivers and Co-Drivers:

- i. Drivers must hold valid Drivers or Learner's licenses valid for use on public roads.
- ii. In cases where the driver only holds a learner's license, then the navigator must hold a valid driver's license for use on public roads.
- iii. A copy of both the driver and co-drivers identity document and drivers license must be submitted to the organizers as this is required if a competitor needs to be admitted to the hospital during an event.
- iv. Conditions as per GCR 127 must be satisfied.

165.3 Junior Drivers and Co-Drivers:

Younger drivers and Co-Drivers (between the age of 15 and 17 years) may be issued with an MSA License, subject to the following conditions:

- i. MSA reserves the right, at its sole discretion, to issue licenses to competitors who will turn 15 years old during the year in question and who are able to prove participation to an acceptable standard in one or more suitable junior categories of motorsport for an extended period of not less than one year, preferably two.
- ii. The junior driver will be assessed by means of driving instructor appointed by the National Rally Steering Committee, in the vehicle that the driver intends to use before his / her first competitive outing.
- iii. A theory test which consists of basic rules of the sport must be passed.

- iv. Competitors who qualify in terms of the aforementioned will be permitted to obtain licenses from 01 January (for those whose 15th birthday falls before 30 June) or 01 July (for those whose 15th birthday falls between 01 July and 31 December).
- v. The competitor may only drive that car while on private property and roads closed to the public (aka special stages), not on public roads;
- vi. Should the competitor get caught driving on public roads his/her license will be revoked immediately – with no option of renewal until he/she has at least attained the required age of 17.
- vii. The license may only be converted to a National license in consultation with MSA via the National Rally Steering Committee.
- viii. Navigators not in possession of at least a learner's license valid for public roads (in which case the driver must hold a valid driver's license for public roads), may only obtain a competition license endorsed for Navigational purposes.
- ix. The conduct of junior drivers and co-drivers will be monitored by senior officials at all times and any misconduct will be addressed.

166 **RESERVED**

167 **COMPETITION NUMBERS:**

These must be clearly displayed as required by the **SSR 193.11**

Annual Competition numbers shall be allocated by the NRC for National Classes.

- 1 - 10 is reserved for the Top 10 finishers in the 2019 NRC in accordance with their position;
- 11 – 29 is reserved for the NRC 1 class.
- 30 – 39 is reserved for the NRC 2 class
- 40 – 49 is reserved for the NRC 3 class
- 50 – 69 is reserved for the NRC 4 class
- 70 – 99 is reserved for the NRC 5 class
- 100 – 110 is reserved for International competitors;
- 111 – 199 is reserved.

- 200 – 299 is reserved for Northern Region Rally competitors; allocated by NR Region committee
- 300 – 399 is reserved for KZN Region Rally competitors; allocated by KZN Region committee
- 400 – 499 is reserved for WC Region Rally competitors; allocated by WC Region committee
- 500 – 599 is reserved for EC Region Rally competitors; allocated by EC Region committee

168 **COMPETITION NUMBERS AND ADVERTISING:**

Competition numbers and advertising decals as provided by the organizers must be affixed to the competing vehicles in accordance with **SSR 193.11** 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. Refer to **SSR 193.19.1**

170 OFFICIAL NOTICES:

Any instruction(s) issued during the course of an event affecting the information already given in the roadbook, time card and Time & Distance Schedule, 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.

171 SMOKING:

Whenever a route passes through a section marked in the roadbook 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.

172 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 organizers prior to the announcement of the provisional results. Also, see SSR 188.3) and **SSR 193.10.3**

173 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.

174 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.

175 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.

176 ACCIDENTS AND INCIDENTS:

Competitors shall report to the organizers in writing (Incident Report Form) if, during the competition, they have been involved in an 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.

177 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.

178 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 meters of, and visible from the control sign/s except at hidden controls. If a competitor has more than one time of arrival recorded at a control, only the earlier time will be scored.

Other than where the control area is designated by start and end boards, the control area is defined as being 10 meters before the control board to 10 meters 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, and competitors shall be excluded for so doing.

Only the designated crew and / or remaining competitors and / or officials may push the car (in or out) of the control area.

179 PARC FERMÉ

Refer to GCR252

179.1 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 organizers shall appoint officials whose task it shall be to ensure that the parc fermé rules are complied with.

For applicable penalties, refer to **SSR 187. 1**

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

179.2.1 from the moment the cars enter until they exit one of the following:

- A starting area - unless specified as a Holding Area in the Supplementary Regulations.
- A re-group area.
- End of a leg area.
- Control Area.

179.2.2 From the moment a car reaches the final control until the Clerk of the Course in consultation with the Technical Delegate or Chief Scrutineer has authorized the opening of the parc fermé.

179.3 The following rules will apply in Parc Fermé:

179.3.1 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.

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

179.3.3 Unless provided for in the supplementary regulations of the event, no operation, checking, tuning, repairs or refuelling is allowed in the parc fermé.

179.3.4 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.

179.3.5 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.

179.4 Repairs in Parc Fermé:

179.4.1 Should the scrutineers note that a vehicle is in a condition that is not compatible with normal road use, they must immediately inform the Clerk of the Course thereof.

The Clerk of the Course may request that the car be repaired with the possibility of outside help inside Parc Ferme.

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 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 193.17** and **SSR 179.4.1**

- 179.4.2 By way of exception to 179.4.2, 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 following 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.
- 179.4.3 By way of exception to 179.4.2, 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 without penalty IF the repairs is completed before their start time:
- 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 179.4.2 will apply.
- 179.4.4 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.
- 179.4.5 **Any infringement of the parc fermé regulations shall result in exclusion.**

180 RESERVED

181 RESERVED

182 RESERVED

183 TIME RECORDING:

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

183.2 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:

184.1 In Classes NRC 1, 4 and 5 only 98 Octane Unleaded Racing Fuels 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 locally available commercial 95 or 93 Octane pump fuel is permitted.

184.2 Cars in the NRC 2 and 3 classes are required to use only commercially available 95 or 93 Octane pump fuel.

184.3 No additives may be added to any fuel.

184.4 On non-national championship events, competitors may use the fuels specified in 184.1 above or any commercially available fuel from a commercial filling station.

- 184.5 The Technical Delegate appointed by the NRC may at any time during an event require any competitor to drain his or her fuel tank and refill it with the fuel specified. 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 refuelling is permitted and shall be excluded for so doing.
- 184.6 A fuel analysis Spectrometer “signature” will be obtained for the permitted fuels. 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 RESERVED

186 RESERVED

187 EXCLUSIONS/PENALTIES:

- 187.1** Competitors shall be excluded for any of the following infringements and reported for disciplinary action:
- 187.1.1 Carrying any unauthorized passengers, other than officials and/or stranded competitors;
 - 187.1.2 Reserved
 - 187.1.3 Contravention of the smoking rules in areas designated as “NO SMOKING” in the roadbook;
 - 187.1.4 Allowing any person who does not hold an appropriate competition license to drive the competing vehicle during an event, except in de-controlled sections, service parks, and service areas;
 - 187.1.5 Failure to declare to the organizers any incident during the course of the event involving any other person or property and their vehicle;
 - 187.1.6 Reserved;
 - 187.1.7 Reserved;
 - 187.1.8 Being accompanied by a service or other vehicle on any part of a special stage;
 - 187.1.9 Any infringements of the parc fermé regulations.
 - 187.1.10 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.
- 187.2** 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 of the event may issue a “yellow card” to a competitor in lieu of the prescribed penalty of exclusion, provided that the Clerk of the Course is 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.
- 187.3** 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:

- 188.1** Driving dangerously or without due consideration for other road users;
 - 188.2** Failing to afford an opportunity to pass or deliberately preventing passing;
 - 188.3** Contravening any traffic rule or regulations;
 - 188.4** Reporting to the start official without all formalities duly completed;
 - 188.5** Reserved;
 - 188.6** Taking up a position alongside or ahead of other cars that are stationary in a control;
 - 188.7** Committing any breach of the GCR's, SSR's or SR's when no specific penalty(ies) are stipulated;
 - 188.8** 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);
 - 188.9** Failing to stop at the scene of an accident where no medical-aid board is displayed or where a red cross is displayed;
 - 188.10** Failing to take a marshal board along after marshalling and handing this in at the finish. (Only applicable to regularity events).
 - 188.11** Any conduct or behaviour is likely to prejudice the interests of motorsport generally.
- 189** Competitors will be penalized 5 minutes for entering control from the wrong direction, except on special stage events, where the penalty will be an 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 organizers. 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 timecards 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:
- 192.1** Having failed to obtain, on their timecard, the control official's initials and / or signature as required (not applicable to Special Stage Rallies);
 - 192.2** Failing to present a car for examination at the stipulated time and place, other than on special stage events

PART 2

APPLICABLE TO ALL SPECIAL STAGE RALLIES

NATIONAL RALLY STANDING SUPPLEMENTARY REGULATIONS

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

193.1 DEFINITIONS

193.1.1 SPECIAL STAGE RALLY ROUTE:

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.

193.1.2 DAY:

Each part of the rally separated by an overnight stop.

193.1.3 SPECIAL STAGE:

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

193.1.4 OPEN SECTIONS:

The routes between two consecutive time controls are called **open sections**.

193.1.5 SECTION:

All the parts of a rally between:

- *the Start and the first Service Park exit;*
- *two successive Service Park exits;*
- *the last Service Park exit and the finish of the rally (Parc Ferme).*

193.1.6 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.

193.1.7 NEUTRALIZATION:

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

193.1.8 PARC FERME:

An 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.

193.1.9 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.

- **(Refer SSR 193.4)**

193.1.10 TIMECARD:

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 timecard may be amended according to a bulletin issued in terms of 193.1.9 above.

193.1.11 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 license for the current year and valid for the event. Junior Drivers refer **SSR 165.3**

193.2 GENERAL CONDITIONS:

193.2.1 ELIGIBLE CARS:

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

193.2.2 RESERVED

193.3 SUPPLEMENTARY REGULATIONS

193.3.1 CONDITIONS OF PUBLICATION:

- a. 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)

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

193.3.3 Draft supplementary regulations, together with a 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 organizers of any modifications to be made or will issue the permit authorizing their publication. 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 (GCR 87). Any deviation from the standard text must be in bold print.

193.3.4 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.

193.3.5 The closing date for entries is fixed no later than 7 days before the starting date of the rally. The list of entries must be published no later than 4 days before the event and sent to MSA at least 2 days before the start of the rally.

193.3.6 Reserved.

193.3.7 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).

193.4 AMENDMENTS TO THE SUPPLEMENTARY REGULATIONS - BULLETINS

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

193.4.2 Any amendments or any additional provisions will be announced by dated and numbered bulletins, which will be an integral part of the supplementary regulations.

193.4.3 Bulletins will be issued and signed by the Clerk of the Course, then posted on the official notice board. The bulletin will also be directly communicated to the participants, but the official notice board takes precedence to any other form of communication.

193.4.4 Should a bulletin be issued after drivers briefing, receipt of such bulletin must be acknowledged by competitors in the form of a signature of one of the crew members on the list, which must be provided by the organisers.

193.5 APPLICATION AND INTERPRETATION OF THE REGULATIONS:

193.5.1 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).

193.5.2 Any protests against the decisions will be sent to Stewards for deliberation and decision.

193.5.3 Any incorrect, fraudulent or unsporting action carried out by the competitor or members of the crew will be judged by the Clerk of the Course, who may impose a penalty that may go as far as exclusion.

193.5.4 In the event of any dispute concerning the interpretation of the regulations, only the English text will be binding.

193.5.5 For the exact interpretation of this text the following definition applies:

193.5.6 "Competitor", used for either physical or legal entities.

193.5.7 "crew", driver and co-driver

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

193.6 OFFICIALS:

193.6.1 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.

193.6.2 OBSERVER:

For all MSA Championship rallies, including candidate events, the MSA may appoint at least one observer.

193.6.3 SAFETY DELEGATE:

MSA may appoint a safety delegate, who is specifically responsible for monitoring the safety of the public on the rally.

193.6.4 CHECKING OF THE ROUTE AND SPECIAL STAGES BY OFFICIALS:

193.6.4.1 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:

193.6.4.2 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 organizers:

193.6.4.3 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)

193.6.4.4 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.

193.6.5 **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.

193.6.6 **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.

193.7 ENTRIES:

193.7.1 Entry and Sign-on Procedures:

193.7.1.1 Any license-holder wishing to take part in a rally should enter online at the following URL: <http://www.sarally.co.za> Where this is not possible competitors must contact the Rally Secretariat to make alternative arrangements. All entries must be submitted before the closing dates stipulated in the event SR's.

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

193.7.1.3 No change of competitor may be made after entries have closed. However, members of the crew may be replaced with the agreement of the organizers 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.

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

193.7.1.5 During Pre-Event Documentation, it is compulsory for all competitors (both crew members) to sign the official sign-on document. All competitors must be in possession of all relevant documents which they may be required to present to the organisers as per GCR 98 and GCR 159.

193.7.1.6 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.

- 193.7.2 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.
- 193.7.3 The organizers reserve the right to refuse the entry of a competitor or a driver without having to give a reason for the refusal. However, they must send MSA detailed reasons for this refusal, which reasons must be acceptable to MSA.
- 193.7.4 The maximum number of entrants will be specified in the supplementary regulations.
- 193.7.5 **ENTRY FEE'S:**
 - 193.7.5.1 The entry fees will be specified in the supplementary regulations
 - 193.7.5.2 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 (applies to late entries).
- 193.7.6 Entry fees will be refunded in full:
 - 193.7.6.1 to candidates whose entry has not been accepted;
 - 193.7.6.2 in the case of the rally not taking place.
 - 193.7.6.3 Entry fees may be partially refunded following such conditions as provided for in the supplementary regulations.

193.8 INSURANCE:

- 193.8.1 The supplementary regulations must give accurate details concerning insurance facilities, including policies taken out by the organizers or provided for the crews (description of the risks and sums, which are covered).
- 193.8.2 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.
- 193.8.3 The service vehicles, even those bearing special plates issued by the organizer, 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.

193.9 CREWS:

- 193.9.1 In applying the regulations any retirement of one of the crew members will result in immediate exclusion of the relevant car by the Clerk of the Course.
- 193.9.2 Reserved.
- 193.9.3 Both nominated members of the crew must be onboard 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 **Clerk of the Course**. **This clause is not applicable** whilst the car is inside a service park or designated service area or at the entrance of a designated service area. Refer to **SSR's 164**

193.10 ROUTE AND ROAD BOOK

193.10.1 ROADBOOK:

193.10.1.1 All senior officials are issued with a copy of the event Roadbook. Competitors will have access to a downloadable roadbook containing a detailed description of the route which has to be followed. Failure to follow the prescribed route may lead to exclusion. The roadbook takes precedence over ALL route marking and other navigational aids including safety notes.

193.10.1.2 In all cases, the roadbook must be in conformity with the standard roadbook specifications.

193.10.1.3 The service guide and maps of the rally must be available 3 days before the start of the rally.

193.10.2 ROUTE:

193.10.2.1 Crews must keep to the route set out in the roadbook, without leaving the designated road, or designated service area / park unless the Clerk of the Course decides that there is a case of force majeure.

193.10.2.2 Unless otherwise advised in the SR's of the event, all special stages are regarded as a 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.

193.10.2.3 Testing and practice are defined as a person who is/was in possession of a competition license 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.

193.10.2.4 Should a Regional / Club event be held during the 3 months period prior to a National Rally and uses the same roads as the intended National, the Regional / Club event organizers should apply for a waiver to the NRC on behalf of the competitors. The onus rest on the competitors to follow up on such request.

193.10.2.5 Any deviation from the route whereby an advantage may have been gained on a special stage reported by a Judge of Fact of the event, will be penalized by 20 seconds per incident. This penalty does not exclude the possibility of heavier penalties being imposed, especially if the offence is repeated.

193.10.2.6 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 SSR 193.10.2 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.

193.10.2.7 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 penalized.

- 193.10.2.8 Should any transgressions come to light after finalization 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 187.1**) on the competitor for the NEXT round of the same 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.
- 193.10.2.9 Damage to landowner property may also have to be paid **for by the perpetrator**. 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 shortcutting or damage to property and will be requested to forward in-car camera footage as per **SSR 193.10.2.6**. 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 to GCR Part IX PROTESTS.
- 193.10.2.10 **RESERVED**
- 193.10.2.11 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.
- 193.10.2.12 Where a gate is created by positioning arrows on either side of the designated route, competitors shall be obliged to pass through the gate.
- 193.10.2.13 **At points along the route, where it may be possible to gain an advantage by taking shortcuts, the organizers may take measures to prevent deviation of the route, by instituting measures that may include the placing of judges of fact, cameras, tracking systems and obstacles which will be defined in the roadbook.**
- 193.10.2.14 **Any route transgression will be penalized 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 Clerk of the Course, especially if the offence is repeated.**
- 193.10.2.15 **The Clerk of the Course** 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.

- 193.10.2.16 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.

193.10.3 TRAFFIC:

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*:

- 193.10.3.1 1st infringement: **a written warning by the Clerk of the Course**; 2nd infringement: a 5-minute time penalty; 3rd infringement: **a 10 minute or more penalty may be imposed in the case of repeated offenses**. In the case of an infringement of the traffic laws committed by a crew participating in the rally, the policemen officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.

193.11 RALLY PLATES AND COMPETITION NUMBERS:

193.11.1 CREW NAMES:

The first initial(s) and surname of both driver and co-driver, followed by their blood group and national flag must appear on the rear side window on both sides of the car, **below** to the competition number.

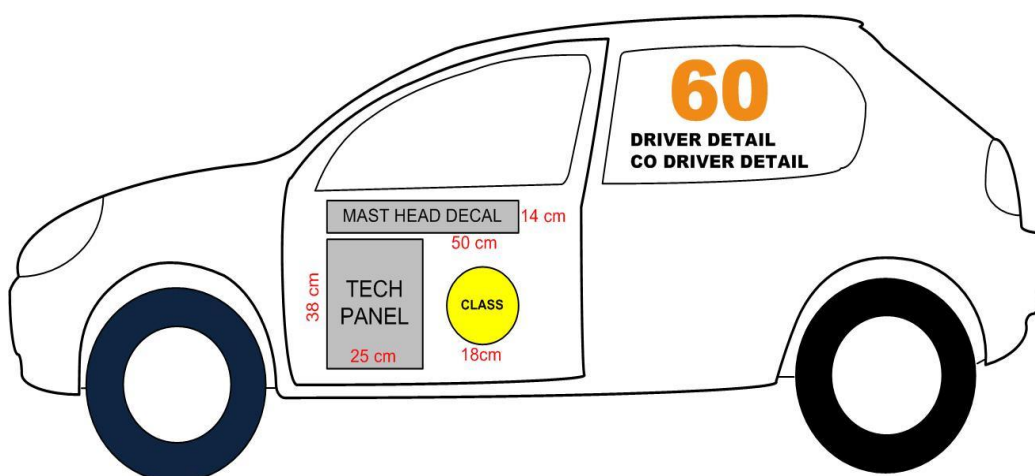
The names must be:

- In white Helvetica.
- In uppercase for the initial(s) and the first letter of each name with the remainder in lower case.
- 6cm high (upper case letters) and with a stroke width of 1.0cm.

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.

193.11.2 NUMBERS AND DECALS:

- 193.11.2.1 2 x front door panels measuring 50cm long and 14cm wide reserved for the event naming rights sponsor (Masthead). 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



- 193.11.2.1 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.
- 193.11.2.2 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 (Masthead). In all cases, the Overall Championship Sponsor has the right to the top 100mm of the technical panel.
- 193.11.2.3 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. Class colour coding to be determined by each Region committee or NRC.
- 193.11.2.4 **RESERVED**
- 193.11.2.5 One decal bearing the championship logo (being competed in) 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 where applicable.
- 193.11.2.6 One number must be placed on the rear window on the right-hand side, the number shall be 15cm high with a stroke width of at least 20mm, coloured fluorescent orange (PMS804) and may be reflective.

193.11.3 **FRONT WINDSCREEN:**

An area at the top of the front windscreen is reserved for the NRC and / or Organising Club and takes preference over any advertising on the vehicle.

Dimensions to be used for the decal will have a total maximum height of not more than 300mm over the full width of the screen.

For National events, the NRC will provide this decal and reserves the right to change this decal to an overall championship sponsor when necessary. **It is compulsory for all National entered competitors to display this windscreen decal only.**

For other events, the Organising Club will provide this decal and reserves the right to change this decal to an overall championship sponsor when necessary.

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). The competitor to supply own numbers for windscreen decal.

The competitor's class, diameter 120 mm, must be placed on the left-hand side of the windscreen (when viewed from the front of the car).



193.11.4 **RESERVED**

193.12 **ADVERTISING:** Competitors are allowed to affix any kind of advertising to their cars, provided that:

- 193.12.1.1 it is authorized by the national laws and the MSA regulations;
- 193.12.1.2 it is not likely to give offence;
- 193.12.1.3 it is not political in nature;
- 193.12.1.4 it does not encroach upon the spaces reserved for plates and competition numbers;
- 193.12.1.5 it does not interfere with the crew's vision through all windows.

193.12.2 **Reserved**

193.12.3 **Reserved**

193.12.4 **Additional advertising may be placed on the rear window, but may not obscure the crews vision.**

193.13 **SERVICING - REFUELLING – REPAIRS:**

- 193.13.1 **Unrestricted Servicing is only allowed in the service park.**
- 193.13.2 **Outside the Service park only the members of the crew and bonavide fellow competitors still competing , may perform repairs and may use only materials (Solid or Liquid), spare parts, tools or equipment carried in the competing cars.**
- 193.13.3 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.
- 193.13.4 Passing food, drink, and information verbally, by two- way radio, telephone or written to competitors is permitted without any penalty.
- 193.13.5 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.
- 193.13.6 Service parks will be indicated in the roadbook 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.
- 193.13.7 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.
- 193.13.8 Servicing time.
Minimum service time of 45 minutes is recommended for all service parks where possible, 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.

193.14 RESERVED:

193.15 RECONNAISSANCE

For National events, the NRC will allow a 1 Pass reconnaissance of the route, run strictly as per the SR's of the event.

The NRC may allow the controlled making of route notes by the crews or by an authorized service provider, which may include VIDEO footage, using standard production-type vehicles while respecting the Road Traffic laws and the landowners. These route notes will be permitted on events but have no official status nor do they override any instruction given in the roadbook. Refer **SSR 193.10**.

For other events, the Organising Club will run strictly as per the SR's of the event.

193.15.1 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);

Onboard navigation equipment may be fitted;

The final decision as to whether a car is suitable for reconnaissance will rest with the technical delegate and the Clerk of the Course.

193.15.2 RUNNING OF RECONNAISSANCE:

More than one crew entered for the event may share a vehicle during reconnaissance. Only bona fide competitors may partake in the reconnaissance, no passengers allowed.

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.

193.15.2.1 Number of passages control – 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.

193.15.2.2 Speed during reconnaissance – The maximum speed limit of 60 km/h is imposed on all special stages during reconnaissance, although the organizer is free to specify a lower speed in the regulations. A system of monitoring the speed, route conformity and position of reconnaissance cars during a reconnaissance of special stages by means of GPS tracking devices may be used together with conventional speed monitoring devices.

193.15.2.3 Reconnaissance Start order and Interval – The starting order and interval will be determined by the Clerk of the Course and will be based on the preliminary Start List. 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.

193.15.2.4 Overtaking – In the event that a competitor is unable to maintain 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.

193.15.2.5 **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 landowners, 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.

193.15.2.6 While on the stages the following actions will be penalized: -

- Driving in the opposite direction to the stage, including reversing in 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.

193.16 **SCRUTINEERING: - ADMINISTRATIVE CHECKS:**

193.16.1 Scrutineering BEFORE the start and DURING the rally; 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.

193.16.1.2 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 recognized as such by the **Clerk of the Course**. The penalty for arriving late for scrutineering, without having obtained permission, will be R1000-00 (one thousand rand).

193.16.1.3 For homologated vehicles up to date homologation documents must be presented at pre and post-event scrutineering on request of 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 **Clerk of the Course** may pronounce a penalty, which may go as far as a refusal to allow the vehicle to start.

193.16.1.4 After scrutineering, if a vehicle is found not to comply, the Clerk of the Course may set a deadline before which the vehicle must be made to comply.

- 193.16.1.5 Any vehicle, which does not comply, will be refused the start.
- 193.16.1.6 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 Registration Certificate must be presented to confirm the validity and details of the License and Registration.
- 193.16.1.7 *Competitors will be required to provide information as required for the technical passport. Technical passports and updates will be administered by the NRC Technical Delegates.*
- 193.16.1.8 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.
- 193.16.1.9 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.
- 193.16.1.10 Any fraud discovered, and in particular, the fact of presenting as intact identification marks which have been tampered with will result in the exclusion of the crew, as well as that of any competitor or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice any demands which may be made to the competitor's or accomplice's ASN concerning the imposition of heavier sanctions.
- 193.16.1.11 Engine Sealing and Inspection:
- a. 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.
 - b. Any engine sealed on an event that will not be used on the following event will be disassembled and inspected within 14 days after the event.
 - c. 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.
- 193.16.1.12 ECU Data (applicable to Homologated Classes)
- a. 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.

- b. The purpose of the above is to download/view/print selected portions of the ECU Data.
- c. The ECU parameters which will be downloaded are as follows: engine rpm, rpm limiter, throttle position, gear position, lambda and GPS Speed. For turbocharged cars manifold boost pressure and ignition timing will be required.
- d. It must be possible to verify the version of the ECU software being used.

193.16.2 Scrutineering after Rallies:

193.16.2.1 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.

193.16.2.2 The absence of any identification mark shall result in exclusion.

193.16.2.3 Thorough scrutineering involving the 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:

- a. Suspension;
- b. Brakes;
- c. Engine;
- d. Transmission;
- e. the conformity of the chassis/body shell

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

193.17 START:

Before the start and possibly the restart, the organizers may assemble all the competing cars in a starting area, according to the rally programme published in the Supplementary Regulations.

193.17.1 Crews may enter the start Parc Fermé only within 10 minutes before the start time unless a Holding Area exists or is specified.

193.17.2 Starting Order:

193.17.2.1 The starting order will be published on the official notice board as early as possible or a minimum of 30 minutes before the start of a rally.

193.17.2.2 The starting order for the first event of the season, will be grouped in classes in the following order: NRC 1, 2, 4, 5 then NRC 3. Within the classes the starting order will be based on the official NRC seeding list.

193.17.2.3 For subsequent events the first 6 positions in the starting order will be determined by the current overall points position within the championship. The balance of the field will start in order as per their position in the official NRC seeding list.

193.17.2.4 Any obvious anomaly caused by this regulation will be ruled on by the Clerk of the Course.

193.17.2.5 Any late arrival, ascribable to the crew, at the start of the rally or of a leg, or section, shall be penalized by 10 seconds for every minute or fraction of a minute late. All crews actual starting times will be entered on the timecards and new starting positions and times will be determined by the Clerk of the Course. The minimum interval between competing vehicles must, however, be maintained. Any crew reporting more than 15 mins late, will not be allowed to start.

193.17.2.6 **RESERVED**

193.17.2.7 The starting order for subsequent days will be determined according to the final classification as published at the end of the day. Any lateness or penalties will be ignored for the purposes of determining this classification. Protests received disputing the results will be heard by the Stewards of the meeting, and their decision will be final. Any obvious anomaly caused by this regulation will be ruled on by the Clerk of the Course. On one-day events organizers may allow for a mid-event regroup of at least the top 7 cars on performance.

193.17.3 Start time Intervals:

193.17.3.1 At the start of the rally and of each section, the organizers will schedule the start of the competitors at intervals of at least one minute.

193.17.3.2 This interval must remain the same for all crews unless the Clerk of the Course decides to vary this time for safety reasons.

193.17.3.3 An additional time interval may be imposed based on Safety grounds between Class groups by the Clerk of the Course.

193.18 TIMECARD AND RALLY TIME & DISTANCE SCHEDULE:

193.18.1 At the start of the rally, each crew is given a timecard on which the time allowed to cover the distance between two consecutive time controls shall appear. Each crew is solely responsible for its timecard. The crew alone is responsible for submitting the timecard at the different controls and for the accuracy of the entries. The same timecards 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 Timecards will contain an incident report form that must be completed and handed in with the Timecards. Save in a case of force majeure, any crew failing to comply with the above, will be liable to a fine of R1000-00 (one thousand rand). Any crew retiring from the rally must report such retirement to the organizers as soon as possible.

193.18.2 The timecard must be presented at all the time controls personally by a member of the crew for time recording and signature by the timing Marshal. Any alteration made to an entry on a time card will result in exclusion unless authenticated by an appointed control official. The absence of a signature from any control, or the absence of a time entry at 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. An appointed control official is the only person permitted to make an entry on a competitor's timecard in the spaces provided for this purpose, either hand-written or by means of a print-out device. Any divergence between the times entered on the competitor's timecard 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. Any competitor who withdraws from a rally must hand in this timecard 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. 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. The target time for covering the distance between 2 consecutive time controls will appear on the timecard. Ideal times given in the timecards will have precedence over those given in the roadbook and Time and Distance Schedule. Ideal times for any section may be amended by bulletin which will have the effect of amending the roadbook, the timecard and the Time and Distance Schedule. 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.

PROCEDURE AND FUNCTIONING OF CONTROLS

193.19.1 GENERAL PROVISIONS:

- 193.19.1.1 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)
- 193.19.1.2 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.
- 193.19.1.3 All control areas (i.e. all the areas between the first yellow warning signal and the final beige board with three transversal stripes) are considered as parc fermé (Refer SSR179).
- 193.19.1.4 The stopping time within any control area must not exceed the time necessary for carrying out control operations.
- 193.19.1.5 The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.
- 193.19.1.6 Control officials may not give competitors any information concerning target check-in times.
- 193.19.1.7 Controls shall be ready to function 15 minutes before the due time for the passage of the road closing (O) car.
- 193.19.1.8 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.
- 193.19.1.9 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.
- 193.19.1.10 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	  STOP CONTROL ←25 m→

193.19.2 IDENTIFICATION CONTROLS:

193.19.2.1 The board mounted signs, which are described under 193.17.1, must be respected.

193.19.2.2 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.

193.19.2.3 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.

193.19.3 TIME CONTROL

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

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

193.19.4 PASSAGE CONTROL

193.19.4.1 Displaying of signs is the same as for time control, except that the sign used will be a stamp.

- 193.19.4.2 At these controls, the marshals must simply stamp the timecard as soon as this is handed in by the crew, without mentioning the time of passage.
- 193.19.5 **SPECIAL STAGE**
- 193.19.5.1 The start of the special stage (SSS) is indicated by means of a closed flag on a red background.
- 193.19.5.2 The end of the special stage (ESS) is preceded by a chequered flag on a yellow background approximately 100m before the flying finish.
- 193.19.5.3 The finishing line (Flying Finish FF), where times will be taken, is indicated by a chequered flag on a red background.
- 193.19.5.4 The Stop control is indicated by a "STOP" sign on a red background and is placed a minimum of 300m after the Flying Finish.
- 193.19.6 **CONTROL AREA:**
- 193.19.6.1 As a general rule, the sign indicating the beginning of a control area is placed at approx. 15 meters 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 meters after the control.
- 193.19.6.2 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 179**.
- 193.19.6.3 All control officials must be identifiable. At each control, the chief must wear a distinctive bib in order to be immediately identifiable.
- 193.19.7 **TIME CONTROLS:**
- 193.19.7.1 The marshal will record on the timecard the elapsed hour and minute, at which it is handed to him.
- 193.19.7.2 The recorded time will be as indicated on the official rally clock at the control. Refer **SSR 183.1)**
- 193.19.8 **CHECK-IN PROCEDURE:**
- 193.19.8.1 The check-in procedure begins the moment the car passes the time control area entry board (Yellow Clock Board)
- 193.19.8.2 Once inside the control area, crews may not drive excessively slow or stop without due reason.
- 193.19.8.3 The crew should stop at the Time Control Board to have their TC Time recorded. In case of a delay of the start of a special Stage causing the control area to be congested, the crew may not overtake any car ahead of them, and the Co-Driver is obliged to approach the Time Control Marshal on foot to hand in their time card for time recording. The check-in time corresponds to the exact moment at which one of the crew members hands the timecard to the marshal.

- 193.19.8.4 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 signs the card in the designated place.
- 193.19.8.5 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.
- 193.19.8.6 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.
- 193.19.8.7 Example: A crew that 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 penalized 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.
- 193.19.8.8 A crew who checked in early will still be required to start at their designated interval between cars.
- 193.19.8.9 At the time controls at the end of a day, or the end of the event, crews may check-in early without incurring any penalty. However, the time entered on the timecard will be the scheduled check-in time on the timecard.
- 193.19.8.10 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 Post Chief at the control must make this the subject of a written report to be sent immediately to the Clerk of the Course who will impose an appropriate penalty.

193.19.9 **RESERVED:**

193.19.10 **LATENESS:**

- 193.19.10.1 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:
- a. written notification of exclusion
 - b. or the publication of any set of provisional results reflecting such exclusion).

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

Examples:

- Road Section A: Start 12:00 - Target time 1hr - check-in time 13:10;
- Penalty for late arrival = 10 x 10 seconds = 1 min. 40 seconds;
- Lateness counting 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 x 10 seconds = 1 min.40 secs
- Lateness counting towards exclusion = 10 additional mins.
- TOTAL ROAD SECTIONS A + B +C
- Total penalties (for late and early arrivals):
- 1 min. 40 seconds + 20 mins. + 1 min 40 seconds = 23 mins. 20 seconds
- Total lateness counting towards exclusion: 10 + 10 = 20 mins.

193.17.2.1 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.

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

193.19.11 **REGROUPING CONTROLS:**

193.19.11.1 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.

193.19.11.2 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.

193.19.11.3 Example:
120 cars at the start of the rally; First regrouping after 4 hours;
Starting time from the regrouping control: 12:01.

- a. 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.
- b. 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).
- c. Starting time of Car No. 1 12:01; Starting time of Car No. 120 13:00; The respective length of stopping time shall be:
 - 3hr16min for Car No. 1;
 - 1hr10min for Car No.120.
- d. On their arrival at these regrouping controls, the crews will hand the marshal their timecard/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 organizers may give them a new timecard either at the entrance or at the exit of the parc fermé.

- e. After regrouping the starting order should follow, as far as possible, the general classification drawn upon 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.

193.20 SPECIAL STAGES

193.20.1 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. During these special stages, crew members must wear approved crash helmets, race suits and specified underwear, Frontal Head Restraint devices and safety harnesses must be fully secured. **All the belts of the safety harness must always be properly fastened during competitive sections and on public roads.**

Exceptions are allowed 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.

193.20.2 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.

193.20.3 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.

193.20.4 Starts of special stages will be given as follows:

193.20.4.1 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 timesheet (hour and minute). He will hand this document back to the crew. When Rally-time clocks are in use, the control official will enter the SSS time into the clock which will then display by means of a digital readout counting down from 59 seconds with the competitor starting on zero seconds. Should Rally-time 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 Rally-time clock will be **used** to determine if a jump start has occurred or to resolve other timing discrepancies. Times recorded on the competitor's timecard 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 in him/her being reported to MSA for possible further investigation and action.

- 193.20.4.4 The onus rests with the competitor to go to the official clock in the control, if he requires verification of a time recorded and not for the control official to bring the clock to the competitor.
- 193.20.4.5 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.
- 193.20.5 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.
- 193.20.6 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).
- 193.20.7 A false start, particularly one made before the signal has been given is penalized 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.
- 193.20.8 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 timecard before leaving the Stop control area. Not stopping at the Stop Control **shall** result in a 5-minute penalty being applied by the Clerk of the Course.
- 193.20.9 The flying finish control point **must** be at least **300m** 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. Also see **SSR 193.19.2**
- 193.20.10 Reserved.**
- 193.20.11 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.
- 193.20.12 Reserved**
- 193.20.13 The starting intervals for special stages must respect the same rules as those laid down for the start of the leg in question unless the Clerk of the Course decides to vary this time for safety reasons.

- 193.20.14 **Termination of Special Stage**
When a special stage has to be definitively stopped for any reason whatsoever before the last crew has covered it, 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.
- 193.20.15 **Road-closing vehicles**
The organizers 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 fulfill 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.
- 193.20.16 **Safety plan**
The safety plan must be in conformity with the plan which appears in the supplementary regulations.
- 193.20.17 **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 organizers. However, the organizers must detail the procedure in the supplementary regulations.**
- 193.20.18 **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 actions 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.
- 193.20.19 **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.
- 193.20.20 **Competing Vehicles broke 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 the same is removed from the special stage. **Any contravention of this regulation will be penalised in accordance with the Supplementary Regulations.**

- 193.20.21 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.
- 193.20.22 Similarly, crews may be excluded for:
 - 193.20.22.1 deliberately blocking the passage of competing cars, or preventing them from overtaking;
 - 193.20.22.2 behaving in an unsporting manner.

193.21 **RESERVED.**

193.22 **RESULTS AND CEREMONIES:**

- 193.22.1 **Results:** The results are established by adding together the times taken during the special stages and the time penalties incurred. During the rally the classifications to be published will be the following:
 - 193.22.1.1 unofficial classification distributed by rally control during a day;
 - 193.22.1.2 partial unofficial classification published at the end of a day;
 - 193.22.1.3 partial official classification published at the end of a day;
 - 193.22.1.4 provisional final classification published by rally control at the end of the rally;
 - 193.22.1.5 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 suitably marked and results posted. These results are then subject to protest on day 2. For the remainder of the cars, day 1 results then become final.

- 193.22.2 **Ceremonial Podium and Prize Giving :**
A ceremonial podium presentation will be held for media and publicity purposes, on the time specified in the Rally Programme. For this ceremony provisional results may be used.

The Official Prize Giving will be held once the results are final. This function will take place at the time and venue published in the Supplementary Regulations of the event.

193.23 **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 the 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.

193.24 **MINUTES AND CLOSING REPORTS:**

- 193.24.1 **MINUTES:**
During the running of the rally, the proceedings of the meetings of the Stewards must be recorded in minutes.

193.24.2 CLOSING REPORTS:

At the end of the rally, the Clerk of the Course must draw up the closing report, as per the prescribed MSA template.

193.24.3 SUBMISSION OF MINUTES AND REPORTS:

The minutes including the closing report, must be sent to MSA, within seven (7) days of the end of the rally.

193.25 PROTESTS AND APPEALS:

193.25.1 All protests shall be lodged in accordance with the stipulations of Part IX of the G C R's.

193.25.2 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.

193.25.3 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:

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

193.25.3.2 For a protest involving the whole car.

193.25.4 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.

193.25.5 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.

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

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

193.25.8 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.

193.26 SUPER RALLY

The following will apply On National events, for other events it will be as per SR's;

193.26.1 SUPER RALLY IS APPLICABLE TO THE WHOLE EVENT:

193.26.1.1 A competing car that fails to finish a SECTION may request to restart from the next SECTION under the following conditions:

- a. The crew has not withdrawn and still have their timecards.
- b. The competitor shall obtain permission in writing from the Clerk of the Course.
- c. The car has to be scrutineered for safety and signed off before approaching the Clerk of the Course for a restart

time. 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. **Only if the above conditions are abided by, will the MSA insurance, public indemnity and medical support be valid.**

- d. 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

- 193.26.1.2 If the car cannot be driven out of the special stage without obstructing the following competitors, **it may only be recovered with the express written permission of the Clerk of the Course. The car and crew must return to the Service Park. No roadside repairs and then re-joining the event without checking in at the Service Park will be allowed (outside assistance). The penalty may be a race ban.**
- 193.26.1.3 To start the next section, the car/crew must clock out of the control at the respective Service Park / Parc Ferme / Holding Area of the new Section in the road position allocated by the Clerk of the Course.
- 193.26.1.4 Super Rally will only be applied on condition that the original Timecards have been submitted to Rally HQ.
- 193.26.1.5 Super Rally will apply to any car which has been excluded on the grounds of exceeding the lateness allowable limit or has failed to report to 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.

193.26.2 SUPER RALLY SCORING

- 193.26.2.1 A competing crew who fails to finish a Section will also be classified in the overall classification on the basis that the competitor will be allocated the actual time achieved on all special stages completed;
- 193.26.2.2 For every stage missed, the penalty will be the fastest time set on the special stage by a competitor competing in the same class plus a penalty of 5 minutes per stage.
- 193.26.2.3 However, if the stage missed is the last stage of a section, the penalty will be the fastest time set on the special stage by a competitor competing in the same class plus a penalty of 10 minutes per stage.
- 193.26.2.4 Should retirement occur after completing the last special stage of a Section on route to the next control, the crew will be deemed to have missed that last special stage and the stage time will be replaced with the penalty of the fastest time set on the special stage by a competitor competing in the same class plus a penalty of 10 minutes per stage.

193.26.2.5 NO SUPER RALLY FINISHER may be classified higher than another competitor who has completed the full distance. Results will be filtered by number of stages completed.

193.26.2.6 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.

193.26.3 RESERVED

193.27 REMOTE SERVICE ZONES (RSZ)

193.27.2 GENERAL:

Remote service zones may be created which must:

193.27.2.1 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.

193.27.2.2 Allow for the changing of tyres supplied from a service vehicle and any service using the **equipment as in Art. 193.27.4**

193.27.2.3 Admit only authorized team personnel, as in **Art. 193.27.3**, the rally officials and media with appropriate passes.

193.27.2.4 To increase promotional value, organizers are encouraged to locate RSZs in town or centres of population.

193.27.3 NUMBER OF TEAM PERSONNEL:

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

193.27.3.1 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.

193.27.3.2 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.

193.27.3.3 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).

193.27.3.4 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.

193.27.4 ELIGIBLE EQUIPMENT AND TOOLS:

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

- a. The use of jacks, chassis stands, ramps, wheel nut spanners, torque wrench, hand-tools, and plain water.
- b. The use of equipment or parts and tools carried on board the competing car.
- c. The use of battery-operated tools including any necessary lighting.

- d. The addition of plain water to the car systems for which a filling device may be used.
- e. The use of brake bleeding and car cleaning equipment.
- f. Oil, brake fluid and other lubricants and fluids may be added to the car.

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

193.27.4.3 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.

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

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

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

193.27.4.7 Re-fuelling from containers carried in the service vehicle is permitted in an RSZ in the event that the event does not provide dedicated refueling zones.

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

193.27.5 RSZ VEHICLE PASS:

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

193.27.6 REGULATIONS:

The intention to use a remote service zone must be stated in the events SR's or by Event Bulletin.

193.28 REMOTE REFUEL ZONES:

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

- 193.28.1 The start and end of the refueling zone must be established by control boards, whether or not time controls are established at these points.
- 193.28.2 The only work permitted will be the replenishment of fuel, from containers carried in the service vehicle
- 193.28.3 The replenishment of driver drink containers shall not be considered as work on a car.
- 193.28.4 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.

193.29 HOLDING AREAS:

Unless the SRs of an event provides 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.

194	RESERVED
195	RESERVED
196	RESERVED
197	RESERVED
198	RESERVED
199	RESERVED
200	RESERVED

PART 3

APPLICABLE TO REGULARITY EVENTS

RESERVED. Currently there are no Regularity Events with National Championship Status.

PART 4

APPLICABLE TO EVENTS REQUIRING SEALED WATCHES AND ODOMETERS

RESERVED. Currently there are no Sealed Odometer Events with National Championship Status.

PART 5

REGULATIONS AND SPECIFICATIONS FOR THE 2021 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. APPLICABLE REGULATIONS

These include the MSA General Competition Rules (GCR's) and the MSA SSR's for rallies

2. AIM OF THE CHAMPIONSHIP

- 2.1 To declare a South African National Rally Champion - Driver.
- 2.2 To declare a South African National Rally Champion - Co-driver.

The first-place trophies for the above champions will be presented at the annual MSA National Awards Banquet.

3. AIM OF THE CLASSES

To declare:

- 3.1 Overall NRC 1 Class Champion Rally Driver.
- 3.2 Overall NRC 1 Class Champion Rally Co-driver.
- 3.3 Overall NRC 2 Class Champion Rally Driver.
- 3.4 Overall NRC 2 Class Champion Rally Co-driver.
- 3.5 Overall NRC 3 Class Champion Rally Driver.
- 3.6 Overall NRC 3 Class Champion Rally Co-driver.
- 3.7 Overall NRC 4 Class Champion Rally Driver.
- 3.8 Overall NRC 4 Class Champion Rally Co-Driver.
- 3.9 Overall NRC 5 Class Champion Rally Driver.
- 3.10 Overall NRC 5 Class Champion Rally Co-Driver.

The first-place trophies for the above class winners will be presented at the annual NRC Prize Giving. NRC reserves the right to increase the number of trophies.

4. MINIMUM NUMBER OF STARTERS

A minimum of 6 vehicles will be required to participate in at least 70% of the Championship rounds for the classes to count towards a National Championship.

5. EVENTS:

- 5.1 The 2021 Motorsport SA Calendar details the events that comprise the National Championship series.
- 5.2 The SA Rally Championship will consist of six events of which one may be a round of the FIA African Rally Championship.
- 5.3 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.

6. DRIVERS AND CO-DRIVERS CHAMPIONSHIP - POINTS SCORING

6.1 SA NATIONAL CHAMPIONSHIP:

- 6.1.1 The Championship is open to all competitors holding a South African competition license competing in cars eligible in all Classes listed below.
- 6.1.2 The winner of the National Rally Championship will be the competitor with the highest total

of his/her combined overall and class points.

6.1.3 Overall points will be awarded as per table 1.

6.1.4 Class points will be awarded as per tables 2 and 3.
If there are less than six starters in the relevant Class, the individual competitor's points will be awarded as follows: In table 3, if there are 5 starters, the points will start from 12 points if there are 2 starters the points will start from 6 points. If there is only 1 starter, the points will be awarded from 5 points.

6.1.5 Competitors who enter Super Rally, are eligible to score half points based on their overall classification.

6.2 NATIONAL CHAMPIONSHIP – Point Structure

6.2.1 Table 1 – Overall Points.

Overall Position	1	2	3	4	5	6	7	8	9	10
Points	25	21	19	17	16	15	14	13	12	11

Overall Position	11	12	13	14	15	16	17	18	19	20
Points	10	9	8	7	6	5	4	3	2	1

6.2.2 Table 2 – NRC 1 Class Points.

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

6.2.3 Table 3 - NRC 2, 3, 4 and 5 Class Points.

Class Position	1	2	3	4	5	6	7	8	9	10
Points	15	12	9	7	6	5	4	3	2	1

6.2.4 In the case of a tie :

6.2.4.1 Event Ties:

- Any ties in the final overall results of an event will be decided in favour of the competitor with the greatest number of fastest stage times.
- Any ties in the final class results of an event will be decided in favour of the competitor with the greatest number of fastest class stage times.
- If this does not resolve the tie, the competitor with the highest total of second-fastest stage times in class, and so forth until a winner can be decided.

6.2.4.2 Championship Ties:

- Any ties in the National Championship standings will be decided in favour of the competitor with the greatest number of 1st overall positions.
- Any ties in the National Class Championship will be decided in favour of the competitor with the greatest number of class wins.

- c. If this does not resolve the tie, the competitor with the highest total of second-placed Overall / Class results and so forth until a winner can be decided.

6.3 NATIONAL CHAMPIONSHIP CLASSES

Balance of Performance (BoP) may be applied by the NRC to keep all cars competitive within their respective classes.

6.3.1 NRC 1

The Class is open to the following :

6.3.1.1 FIA R4

This class is open to vehicles that fully comply in its entirety with FIA App J Art 260 E – 2021.

6.3.1.2 S2000

This class is open to vehicles complying to historic S2000 regulations with the following Evolution of the Type (ET) approval process:

- a. The principle of the ET is the replacement of obsolete and expensive imported components with cost-effective locally available or locally manufactured components.
- b. The Fit, Form and Function of the replacement component should be identical or as close as possible to the original or existing homologated part.
- c. The system is not intended as a means of increasing performance.
- d. The ET process will function as follows:
 - i. Application process: The initial request for the replacement component detailing the reason, process, savings, differences, etc. on the ET Application Form should include supporting documents (drawings, photographs).
 - ii. Application approval process: The ET application form and supporting documentation is submitted to the MSA Technical Delegate. Allow at least 14 days for approval which will be in writing.

6.3.1.3 N4

This class is open to vehicles complying to historic FIA Group N4 regulations with the following Evolution of the Type (ET):

- a. The principle of the ET is the replacement of obsolete and expensive imported components with cost-effective locally available or locally manufactured components.
- b. The Fit, Form and Function of the replacement component should be identical or as close as possible to the original or existing homologated part.
- c. The system is not intended as a means of increasing performance.
- d. The ET process will function as follows:
 - i. Application process: The initial request for the replacement component detailing the reason, process, savings, differences, etc. on the ET Application Form should include supporting documents (drawings, photographs).
 - ii. Application approval process: The ET application form and supporting documentation is submitted to the MSA Technical Delegate. Allow at least 14 days for approval, which will be in writing.

6.3.1.4 **OPEN 4 Wheel Drive**

This class is open to vehicles complying to the following requirements :

- a. The basic technical specification of the car must be presented to the technical delegate for approval and recorded in the technical passport.
- b. Once the basic specification is approved, amendments will only be allowed by following the ET process :
 - i. Application process: The initial request for the replacement component detailing the reason, process, savings, differences, etc. on the ET Application Form should include supporting documents (drawings, photographs).
 - ii. Application approval process: The ET Application form and supporting documentation is submitted to the MSA Technical Delegate. Allow at least 14 days for approval which will be in writing.
 - iii. The basic Open 4 Class specifications are as follows:
 - 1) **BODY TYPE:**
The body shell must originate from a mass-production vehicle model or a homologated rally car. No wings/spoilers unless used on the original model. (NRC Committee to approve). Fibreglass permitted for non- structural panels, except for passenger doors and roof skin. Roof vents are optional.
 - 2) **ENGINE:**
Once the engine is approved by the Technical Delegate, it may not be modified unless through the ET process.
 - 3) **GEARBOX:**
The following Gearboxes are allowed; Standard manufacturer; Sequential; Dogbox; Dogleg; Close Ratio.
Shift assist Gearboxes will not be allowed (No Automatic, Hydraulic or Electrical Actuators)
 - 4) **SUSPENSION:**
The 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.
 - 5) **WINDOWS:**
Windows: 4mm Polycarbonate will be permitted for side and rear windows.

6.3.4 **NRC 2**

The Class is open to the following :

6.3.4.1 **NRC Class - R2N**

This class is open to vehicles that in principal complies with FIA App J Art 260 – R2B as amended by the NRC.

- a. 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).
Any ballast required to achieve the above minimum weight must be applied as per FIA Appendix J Art 252 Art 2.2.

- b. As per **SSR 184.1** and SSR 184.3. Only commercially available 95 Octane pump fuel may be used and no additives may be added
- c. Superchargers/turbochargers: FIA Appendix J Article 260 (Group R cars) Article 304 permits the use of supercharged/turbocharged engines in Group R, **HOWEVER in the South African Rally Championship supercharged/turbocharged R2B engines will only be permitted under the following conditions:**
 - i. The engine capacity shall not exceed 1,000cc.
 - ii. The engine has to be in Group N standard specification and will be sealed by the NRC Technical Representative upon inspection.
 - iii. An alternative standard production turbo will be considered, but subject to NRC Technical approval. The turbo will be sealed.
 - iv. The engine power to be adjusted in such a way that the tractive effort curve is similar to the 1,600 NA characteristics. Adjustments will be at the sole discretion of the NRC Technical Representative, based on his calculations regarding equal performance, not the competitor's choice.
 - v. The mapping functions of the Engine Control Unit (ECU) must be locked and only the technical representative of NRC will have access to the password.
 - vi. The team will be allowed to access the standard data logging functions of the ECU (as before) and will be obliged to provide access to the data logger to the NRC Technical Representative upon request.
 - vii. The NRC's Technical Representative has the right to adjust the tractive effort curve to equalise performance at any time during the season, between events.
 - viii. The gearbox final drive ratio should be adjusted to equal the 1,600 cc NA geared speed. The ratios and engine rpm maximum to be recorded in a homologation document VO.
 - ix. The gearbox must remain as homologated in R2N except for the final drive ratio.
 - x. The maximum manifold boost pressure will be published and enforced. The maximum manifold boost pressure may be altered by the NRC Technical representative to equalise performance.
 - xi. Any manufacturer may apply for the use of a 1,000cc turbocharged engine, subject to the above conditions.
- d. Joker system:
The Joker system will allow 3 technical changes to be added as VO's to the homologation document per calendar year. The VO process will function as follows:
 - i. Application process: The initial request for the replacement component detailing the reason, process, savings, differences, etc. on the VO Application Form should include supporting documents (drawings, photographs).

- ii. Application approval process: The VO application form and supporting documentation is submitted to the MSA Technical Delegate. Allow at least 14 days for approval which will be in writing.
- e. Engine RPM limit: Cars will be limited to a maximum engine speed of **8000 rpm** for normally aspirated engines. The rpm limit will be specified in a VO for turbocharged engines. The maximum 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.
- f. Compression Ratio: The compression ratio in R2N may not exceed 11:1

6.3.4 NRC 3:

The Class is open to the following :

6.3.4.1 Polo Vivo GT Cup

This class is open to vehicles that fully complies with the regulations in its entirety of the Polo Vivo GT Cup, which will be published and maintained by Volkswagen Motorsport S.A. This class will be administered by its own Technical Delegate, who will be appointed by Volkswagen Motorsport S.A.

6.3.5 NRC 4:

6.3.5.1 Open 2 Wheel Drive

This class is open to vehicles complying to the following requirements :

- a. The basic technical specification of the car must be presented to the technical delegate for approval and recorded in the technical passport.
- b. Once the basic specification is approved, any amendments will only be allowed by following the ET process :
 - i. Application process: The initial request for the replacement component detailing the reason, process, savings, differences, etc. on the VO Application Form should include supporting documents (drawings, photographs).
 - ii. Application approval process: The ET Application form and supporting documentation is submitted to the MSA Technical Delegate. Allow at least 14 days for approval which will be in writing.
 - iii. The basic Open 2 Class specifications are as follows:
 - 1) **BODY TYPE:**
The body shell must originate from a mass-production vehicle model or a homologated rally car. No wings/spoilers unless used on the original model. (NRC Committee to approve). Fibreglass permitted for non- structural panels, except for passenger doors and roof skin. Roof vents are optional.
 - 2) **ENGINE:**
Once the engine is approved by the Technical Delegate, it may not be modified unless through the ET process.
 - 3) **GEARBOX:**
The following Gearboxes are allowed; Standard manufacturer; Sequential; Dogbox; Dogleg; Close Ratio. Shift assist Gearboxes will not be allowed (No Automatic, Hydraulic or Electrical Actuator)

4) **SUSPENSION:**

The 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.

5) **WINDOWS:**

Windows: 4mm Polycarbonate will be permitted for side and rear windows.

6.3.6 NRC 5:**6.3.6.1****Classic Class**

The Classic Class aims to encourage the use of older generation rally cars and to create a platform whereby new, existing and former rally competitors can participate at a lower cost level.

This class is open to vehicles manufactured before 1985 and must comply with the following :

a. ENGINE:

- i. 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.
- ii. Any engine of the same manufacturer as the bodyshell may be fitted.
- iii. 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.
- iv. Camshafts are free provided they remain in the same location.
- v. Exhaust manifolds and exhaust systems are free.
- vi. Induction systems are free, provided that the original period system is retained.
 - 1) 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.
 - 2) Vehicles which were fitted with fuel injection may be retrofitted with carburettors.
 - 3) Multiple throttle bodies may not be fitted unless period.
 - 4) The use of electronic ignition systems is permitted.

b. COOLING:

- i. The cooling system is free provided all components are mounted within the bodywork.

c. BRAKES:

The following is permitted provided safety is not compromised :

- i. Dual circuit braking systems.
- ii. The installation or removal of vacuum power boosting.

- iii. Brake Lining material.
- iv. Brake lines and hoses.
- v. Drum brakes may be replaced by disc brakes. Rotors may only be manufactured from ferrous materials.
- vi. Pedal boxes enabling brake bias adjustment.
- vii. Hydraulic handbrakes.
- d. **GEARBOX:**
The following Gearboxes are allowed; Standard manufacturer; Sequential; Dogbox; Dogleg; Close Ratio. Shift assist Gearboxes will not be allowed (No Automatic, Hydraulic or Electrical actuators)
- e. **DIFFERENTIAL / FINAL DRIVE:**
 - i. The final drive shall be free provided that the original type of axle housing shall be retained.
 - ii. LSD – Limited Slip Differentials shall be free.
 - iii. Locking of a differential mechanism by means of welding is specifically permitted.
- f. **SUSPENSION:**
 - i. Live axles may not be replaced by independent suspension systems, nor may independent suspension be replaced by a live axle.
 - ii. Springs and dampers are free. Only one damper per wheel is allowed.
 - iii. Rear-axle location may incorporate period modification in the form of trailing link rear axle location, Panhard Rod and Watts Linkage systems.
 - iv. Leaf springs may be replaced by coil-over springs.
 - v. Anti-roll bars are free.
 - vi. Suspension bushes are free.
 - vii. Top mounts are free.
- g. **WINDOWS:**
Windows: 4mm Polycarbonate will be permitted for side and rear windows and fibreglass permitted for non- structural panels. Roof vents are optional.
- h. **BODY / CHASSIS:**
 - i. 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.
 - ii. 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.

- iii. Non-structural body panels such as bonnets, boot-lids and fenders manufactured of GRP/Fibre Glass or aluminium are permitted.
- iv. Body strengthening/reinforcing is permitted provided the additional material follows the shape of the original part and is in contact with it. Professional welding processes are required.
- v. Underbody protection plates are permitted, provided that their sole function is to protect the underside of the car from damage.
- vi. Inner fender liners may be removed.
- vii. Fender edges may be folded back (rolled) if they protrude inside the wheel housing.
- viii. External rear-view mirrors are free but mandatory.
- ix. Roof vents are permitted providing that they are used only for cabin ventilation.
- x. Period body shell modifications to facilitate drive train and exhaust system fitment are permitted.

6.4 ELIGIBILITY OF VEHICLES:

6.4.1 General requirements:

- 6.4.1.1 Before commencing the manufacture of the first rally car version of a 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 entries not conforming to Classes NRC 1 to NRC 5, special dispensation may be allowed on receipt of a written request specifying the car.
- 6.4.1.2 Attention is drawn to the requirements of **SSR 162** and the necessary compliance with the applicable motor vehicle ordinance.
- 6.4.1.3 All vehicles competing in SA Championship rallies must be fitted with safety cages that comply fully with the cars' Safety Cage Homologation Extension. Should a Safety Cage not be homologated, the Safety Cage must comply with the design configurations recommended by the FIA in Appendix J Article 253 Art 8 and subsequent drawings showing suitable methods of fixing.
- 6.4.1.4 Locally produced tubing may be used provided the minimum dimensions and tensile strengths are not less than those laid down by the FIA.
- 6.4.1.5 Welding shall be of the highest quality and must be carried out along the whole perimeter of the tube.

6.4.2 HOMOLOGATIONS (applicable to the R4 and R2N Homologated Cars):

- 6.4.2.1 All Homologation applications must receive agreement in principle, approved in writing, by the Chairman of the National Rally Commission (NRC), supported with the relevant documentation.
- 6.4.2.2 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 NRC Steering Committee 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 NRC Technical Delegate will be made in the interests of fair competition and cost containment within the class.

- 6.4.2.3 Homologation Documents: Applicable to all National Championship events:
- a. The complete homologation document applicable to the competing car must be presented at pre-and post-event scrutineering on request by the scrutineers.
 - b. The homologation document must be available from the crew or team representative at any service park.

6.4.3 TECHNICAL PASSPORT:

- 6.4.3.1 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.
- 6.4.3.2 The original technical passport and all subsequent updates must be certified and retained by the Technical Delegate.
- 6.4.3.3 The completed Technical Passports and latest updates will be published on the NRC website.
- 6.4.3.4 Competitors must download the latest version of their passport from the NRC Website and must be in possession of a colour printed copy at all events.
- 6.4.3.5 The Technical Passport is available for download on www.sarallying.co.za under Technical/documents.

6.4.4 DISPENSATION:

Dispensations applicable to Homologated Cars will be processed and approved as follows:

- 6.4.4.1 A dispensation is defined as permission to use a part/s alternative to the one specified in the regulations or homologation document.
- 6.4.4.2 Application and approval apply to a single NRC event only.
- 6.4.4.3 A dispensation is intended to accommodate an alternative part if the specified, original or homologated part is currently un-available (out of stock-short term).
- 6.4.4.4 The alternative part (for which dispensation is requested) should not provide any performance advantage.
- 6.4.4.5 The function of the alternative part should be identical to the original part.
- 6.4.4.6 A dispensation is intended to accommodate parts for which the VO (homologation document change) is in progress and delayed by unforeseen circumstances.
- 6.4.4.7 The dispensation request will be presented to the Technical Delegate for approval.
- 6.4.4.8 Requests for dispensations must be submitted no later than the Wednesday in the week preceding the rally.
- 6.4.4.9 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).
- 6.4.4.10 The dispensation request/approval/notification process will be facilitated via the NRC Technical Delegate.

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

6.4.5 TECHNICAL DEVIATIONS :

6.4.5.1 Technical deviations from the regulations discovered during scrutineering, which do not result in a competitive advantage and is not safety-critical, may be allowed after consideration by the Scrutineer or Technical Delegate.

6.4.5.2 These deviations will be recorded by the Scrutineer or Technical Delegate in a Deviation Register and the competitor will sign the Deviation Register, in acknowledgement that the deviation will only be allowed for the current event and must be rectified before the next event.

7. TYRES:

7.1 Studded tyres are not permitted. Chains and any devices which attach to the tyre or wheel rims to improve traction are not permitted.

7.2 Any chemical and /or mechanical treatment or modification of tyres including the use of devices for the heating or grooving of tyres are prohibited.

7.3 On a Road Section that is a public road, no damage may be caused to the road surface of a tarred road due to a damaged tyre or suspension. Any infringements will be reported to the Clerk of the Course who may impose a penalty.

7.4 The NRC has entered into a commercial partnership agreement with the African distributors of MRF Tyres. The control tyre contract has been awarded to MRF Tyres for the period from 2020 to 2023. Competitors may only use the following MRF Tyres if they wish to score points in National Championship Events:

7.4.1 NRC 1: 205/65R15 ZDM3 – Medium Compound.

7.4.2 NRC 2: 185/65R15 ZDM3 - Medium Compound.

7.4.3 NRC 3: 185/65R15 ZDM3 - Medium Compound.

7.4.4 NRC 4: 185/65R14 ZDM3 – Medium Compound.
185/65R15 ZDM3 - Medium Compound.
205/65R15 ZDM3 – Medium Compound.

7.4.5 NRC 5: 185/65R14 ZDM3 – Medium Compound.
185/65R15 ZDM3 - Medium Compound.
205/65R15 ZDM3 – Medium Compound.

8. 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 authorized. 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 authorized.

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. WINDSCREENS

Only certified safety glass windscreens may be used.

10. SOUND AND NOISE LEVELS:

The maximum exhaust noise levels for Special Stage Rally cars 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.

11. ENVIRONMENTAL MATS REQUIRED IN 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 Parc Fermé. Non-compliance will be reported to the Stewards for action.