



**REGULATIONS AND SPECIFICATIONS FOR THE 2020 NORTHERN REGIONS
SPECIAL STAGE RALLY CHAMPIONSHIP**

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

These regulations are to be read in conjunction with the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA). These regulations must be read and understood by all competitors.

1. VALIDITY OF THE REGULATIONS

These Regulations will be applicable for the calendar year of 2020.

2. CONTROLLERS OF THE CHAMPIONSHIP

The controllers of the Championship shall be the Northern Regions Regional Committee.

3. QUALIFYING EVENTS FOR 2020

Events and dates counting towards the Championship are detailed in the 2020 MSA Motorsport Calendar.

4. EVENTS TO COUNT

4.1 All events run in 2020 will count towards the Championship. No "Drop Points" will apply.

4.2 A minimum of **5 (Five)** events will be run for the Championship, or if 4 (Four) events are run, one of the events will score double points. The double-pointer will be made known through a Bulletin before the event.

4.3 The maximum number of events run in 2020 will be 6 (Six).

5. AIM OF THE CHAMPIONSHIP

5.1 **To declare an Overall Northern Regions Rally Champion Driver and Co-Driver.** Crews competing in all Classes as described in Paragraph 9.1 will be eligible for the Overall Championship.

5.2 **To declare a Class Winner Driver and Co-Driver in each of the following classes: NR1, NR2, NR3 and NR4.** Although class points will be scored in the R2R class throughout the year (as per Paragraph 13.2), there will be no Class Championship for R2R competitors. These class points will only be used to determine the positions in the Overall Championship.

6. DECLARATION OF CHAMPIONS

The MSA Northern Regions Motorsport Committee at its sole discretion shall declare the winners of the Championship. It is entitled to withhold such declaration from any competitor.

7. ELIGIBILITY OF COMPETITORS

7.1 The series is open to drivers and co-drivers holding a current, valid MSA competition licence and who are domiciled in the areas under the jurisdiction of the MSA Northern Regions, Free State/Northern Cape and KwaZulu Natal Regional Motorsport Committees.

7.2 During a special stage, only the nominated Driver may be in control of a vehicle.

7.3 Senior competitors may compete in the Championship and they will be eligible for any awards offered, but they will score points separately from non-senior competitors, as set out in Clause 5 herein. A senior competitor is a driver who has scored more than 45 points (overall and class combined) in the S.A. National Rally Championship during one or both of the preceding two years. Furthermore, the first

drivers in the Northern Regions Special Stage Rally Championships during the preceding two years will also compete as seniors during 2020. The status of the driver will determine the status of the crew of the vehicle as a whole.

8. **ELIGIBILITY OF VEHICLES**

8.1 As set out in Article 1 of the Regulations and Specifications for the SA Drivers and Co-Drivers Championship, which can be found in Part 5 of the current Rally SSR's.

9. **CLASSIFICATION OF VEHICLES**

9.1 i. **Class NR4:** for unrestricted two and four-wheel drive vehicles (except purpose-built off-road vehicles). All rotary engine, super and turbo-charged two and four-wheel drive cars fall into this class. S2000 cars also fall into this class.

ii. **Class NR3:** for two-wheel-drive vehicles unrestricted with a capacity between 2150cc and up to 3500cc.

iii. **Class NR2:** for two-wheel-drive vehicles unrestricted with a capacity between 1670cc and 2149cc.

iv. **Class NR1:** for two-wheel-drive vehicles unrestricted with a capacity up to 1669cc.

v. **Class R2R:** for all current and previous specification R2N, R2 and S1600 vehicles, as well as any other similar 1600cc car with a sequential gearbox.

vi. **Rally Cup:** The cup challenge for low cost, Entry level Rally cars with equalized performance will be re-introduced in 2020. Full details of the Rally cup will be published via an MSA Circular in 2019 on the MSA as well as SA Rally Websites.

9.2 **No** off-road vehicle will be allowed to enter.

9.3 Any bakkie (LDV) with a unitary floor pan and standard silhouette will be allowed to enter. The determining class factor will be engine size.

9.4 Only approved MSA racing fuel or pump fuel may be used as described by GCR 240.

9.5 In Classes NR1, NR2 and NR3 the engine and chassis must be of the same manufacturer.

9.6 The capacity of an engine with more than three valves per cylinder, for Class purposes, will be its capacity multiplied by a factor of 1.2.

9.7 On Tar Stages, the use of Rally Tyres, Standard Road Tyres as well as Rally Semi-Slick Tyres will be permitted. No grooving of Slick Tyres will be permitted.

10. **NUMBERS AND DECALS**

10.1 Front Windscreen: An area at the top of the front windscreen is to be used for decals which will have a total maximum height of 150mm over the full width of the screen. Competitors should note that in the event of an overall series sponsor having been obtained, the left hand 50% (half) of the width of the windscreen will be allocated to the series sponsor.

10.2 Competition numbers will be as per National regulations (SSR's 193.11)

10.3 with an additional series sponsor sticker if required.

11. **MEDICAL KITS & ENVIRONMENTAL MATS**

All cars will carry an MSA approved medical aid kit for the driver and navigator and an environmental mat for refuelling and servicing.

12. **SAFETY APPAREL AND EQUIPMENT**

12.1 **FIRE RESISTANT CLOTHING**

i. During all competitive sections, crew members must wear FIRE-RESISTANT protective clothing from ankles to neck, to wrists.

ii. Such fire-resistant clothing must be in good condition and should be FIA-approved to FIA Standard 8856-2000, or locally produced by a recognised manufacturer from flame-retardant material. The clothing (overalls) must be clearly labelled to indicate whether it is FIA-approved or locally produced from flame-retardant material.

iii. In instances where the racing overall being worn is not FIA-approved and not clearly labelled as

being locally produced from flame retardant material, then FIA-approved underwear must be worn underneath.

12.2 SAFETY HARNESSSES/BELTS

All cars must be fitted with lap and diagonal Safety Belts (full harness with a minimum of four belts), for each member of the crew and such Harnesses/Safety Belts must conform in all aspects to GCR 239 (please take special note of clause IV in GCR 239, regarding the **Expiry Date** for Safety Belts).

13. CHAMPIONSHIP POINTS SCORING

Overall and class points **will** be added together for scoring towards the Overall Championship.

13.1 Overall Classification

1st	-	25points
2nd	-	21 points
3rd	-	19 points
4th	-	17 points
5th	-	16 points

Thereafter decreasing by one point to 20th position (1 point).

13.2 Class Positions for Classes NR1, NR2, NR3 and R2R

1st	-	15 points
2nd	-	12 points
3 rd	-	9 points
4th	-	6 points
5th	-	4 points
6th	-	2 points

13.3 Class Positions for Class NR4

1st	-	12 points
2nd	-	9 points
3 rd	-	6 points
4th	-	4 points
5th	-	2 points
6th	-	1 point

13.4 Points scored as a Driver will not count towards the Co-Drivers Championship and vice versa. Crew members will score the same points.

13.5 All competitors who started an event (**and who did not participate in the pre-event reconnaissance runs held on NRC combined events**), regardless of whether they finish or not, will score six (6) Bonus Points, which will be added to their points in the Overall Classification, providing that their Time Cards were handed into the Scorers of the event to prove that they had indeed started the event. These Bonus Points will be shown in a separate column in the Official Points Table as posted from time to time.

13.6 Senior and **NR 4** (N4) competitors will be awarded points on their overall positions achieved. Non-Senior competitors will be awarded points on their overall positions achieved ignoring the positions achieved by Senior and **NR 4** (N4) competitors.

14. SEPARATION OF TIES

A tie will be decided in favour of the competitor with the greatest number of 1sts. If this does not resolve the tie, the greater number of 2nds will count, failing this 3rds, and so on. If a tie remains, performance in all the Championship events will be taken into consideration and if this is ineffective, the MSA Northern Regions Motorsport Committee will declare the winner on any basis it may deem fit.

15. MINIMUM NUMBER OF STARTERS

For 2020 the minimum number of starters will be twelve (12) cars, for an event to count towards the championship. The minimum number of starters will be in total and not per class. This number will be reviewed and increased for 2020, providing there is sufficient growth in the number of entries during the 2020 season to substantiate such an increase.

16. AWARDS AND CLASS AWARDS

MSA silver awards will be awarded to the champion Driver and Co-Driver in the Championship as set out in Clause 5.1. Merit Certificates will be awarded to all Class Champions as set out in Clause 5.2 (Drivers and Co-Drivers).

17. **SENIOR COMPETITORS FOR 2020**

In terms of the Northern Regions Championship Regulations, the following senior competitors will score

points in accordance with Clauses 3 and 7 herein.

MINIMUM STANDARDS FOR NORTHERN REGIONS SPECIAL STAGE RALLY CHAMPIONSHIP:

IMPORTANT: IT IS STRONGLY RECOMMENDED THAT THE ORGANISERS OF EVENTS ATTEND THE NORTHERN REGIONS RALLY SUB-COMMITTEE MEETINGS BEFORE AND AFTER THEIR EVENT!! IT IS ALSO STRONGLY RECOMMENDED THAT POST CHIEFS REMAIN AT THE END OF THE EVENT UNTIL RESULTS BECOME FINAL.

1. Permission to deviate from these minimum standards must be obtained from the MSA N.Regions Rally Sub-Committee before an event. Failure to comply with these minimum standards will result in the responsible club being fined a minimum of R500. A copy of the guidelines for the MSA National Rally Championship is available and it is recommended for all organisers to follow it.
2. Proven organisational ability will be a pre-requisite for granting championship status to an event.
3. All events must be special stage events.
4. All makes of cars must be allowed to enter and participate.
5. Regulations for an event must be available in the approved form at least four weeks before an event is due to take place.
6. Entries: In terms of GCR 104, the closing date of entries must not be less than two days before the date of the meeting.
7. No practising may be allowed on any event and Clerks of Course must keep the route secret as far as possible, except where the terms of **SSR 193.10** are applied by the Clerk of the Course.
8. **The Road Book must be made available to each competitor for every event. Service and Rally Programs should also be available for spectators and for members of the Press, whose publicity efforts on behalf of the Organisers and Sponsors warrants every encouragement. Hard-Copy Rally Programs must be available to the public at documentation.**
9. Time & Distance Schedule, Maps, Service Guide and Rally Program must be available at least four (4) days before an event.
10. A crew must hand in the completed and signed Scrutineering forms at final control.
11. **The Road Book and Time Card - will be as per Guidelines for National Championship Rallies. Refer to SSR 193.10**
 - 11.1 Road books must-read from top to bottom on special stages. Pace notes will be allowed, subject to ratification by the Northern Regions Rally Sub-Committee. In all cases, the roadbook will take precedence.
 - 11.2 Intermediate distances must be given between all instructions on special stages.
 - 11.3 **All dangerous locations on the route** must be given a due warning in the route schedule and Clerks of Course must take the high speeds of rally cars into account by accentuating such warnings if necessary. For example: "Extreme Caution - Dangerous Jump" should be used in place of "Jump" or "Caution - Jump". Also, danger or warning triangles or arrows pointing down must be placed at such points on the route, but it must be stated what the caution is for, as the mere word "Caution" on its own is meaningless. "Caution - Jump" or "Caution - Ditch" are examples of what is required.
 - 11.4 Should there be a series of cautions within a short distance, it must be stated in the route schedule as follows: "Jumps and Dips for next 500 metres".
 - 11.5 Organisers must ensure that at least 3 minutes' dead time is included at the start of every stage.
12. **Route:**
 - 12.1 **The rally sub-committee may appoint a person to do the final route check.**
Official observers may be appointed by MSA to observe the conduct of each event and the organising club will be responsible for their expenses.
 - 12.2 Special Stage events having a maximum length of 300km of which a minimum of 80km and a maximum of 120km must be special stages. Under exceptional circumstances, these distances may be varied, but only with the prior consent of the MSA Northern Regions Rally Sub-Committee which must be given adequate reasons for any change.

- 12.3 Arrows must be used on special stages and placed at all instructions in the roadbook. Turn-offs must be arrowed as well as all places where there is a possibility that a wrong route may result in collisions or accidents where competitors meet the route again. In the case where competitors could meet back on the route, double "Barrier Tape", 50 metres apart, must be used. **Two red or orange arrows must** be placed to form a gate at the instruction and a green arrow 100 meters before the instruction. All other roads must be blocked off where a wrong route or public entering may result in collisions or accidents.
- 12.4 The distance between the Flying finish and Stop Control **will not be less than 200 metres. but 300 meters are advisable** and any obstacles or change in direction between the two controls must be noted in the route schedule.
- 12.5 When a special stage ends towards a major road, the stop control must be at least 200 metres before the major road and here the Clerk of the Course must keep in mind the high speeds of the rally cars. The flying finish board or warning board for the end of a special stage must also be placed well in advance of the stop control. The results could be disastrous if a competitor were to overshoot onto a major road. Shortening a stage by 100 metres will not make any difference to the competitive nature of a stage or to the effective length of the stage or rally, and attention must be given to the high speeds attained by rally cars. Safety must always be the first priority.
- 12.6 Where tar stages are used and more than one lap of the same route is used, a Marshal must wave a Yellow Flag at the point where competitors approach an intersection from different directions. If more than one competitor's arrival time at this point is the same, the marshal must flag the slowest competitor that could cross the racing line or approaches the intersection.
- 12.7 If the route doubles back on the same road (i.e. hairpin bend round drum or bollard) or cars approach an intersection from opposite directions, the next car may not start the stage until the first car has completed the stage. The use of temporary barriers or fencing which cars can drive through will be regarded as the same road.
- 12.8 It is not recommended to run long and short laps or loops within a stage.
- 12.9 Parc Fermé must apply to all events.
13. A penalty of ten seconds shall be added to a competitor's overall score for each minute's lateness taken on an event. This penalty will be over and above the accumulation of lateness leading up to the exclusion limit specified in the SR's for an event. **Organisers are instructed to ensure that sufficient service time is built into open sections. Refer to SSR 193.**
14. Emergency Plan: Every marshal point must be issued with written instructions telling them what to do if an accident occurs on their stage. Instructions will vary from stage to stage depending on factors such as whether the start and finish points are in close proximity. Radios can be used to help this task. Names and phone numbers for medical assistance must be published. A basic outline of the Medical and Safety plan with the relevant phone numbers must be included in the front of the route schedule.
15. Car Zero: Organisers must specify exactly what is required of Car Zero and must make sure that the car is manned by a competent rally driver and experienced co-driver who are aware of the requirements of the marshals. Marshals must sort out any problems/queries with Car Zero before the first car arrives. It is recommended to run a Car 00 as well.
16. The organisers must run the event on the FIA timing system i.e. road sections run from the start of a stage to the start of the next stage.
17. All events must have a Sweep Car that follows the entire route as close as possible after the last car. A separate sweep car and the de-arrowing vehicle should be used
18. **In case of a delay in the mid-field of the rally, the first cars must be stopped at the earliest convenience, i.e. the next stage and the field bunched up.** It is recommended that any time gaps should be closed up at lunch and refuel breaks.
19. **Full results must be sent as soon as possible after the event to:**
The N.Regions Rally Sub-Committee who will be responsible for updating the seeding lists for all Northern Regions Championship Rallies. These are necessary to determine the starting order of competitors on each rally.