



2022

Closed Club Standing Supplementary Regulations

Western Cape SARRA Regulations



Version 1

21 June 2022

Ref: 162793/144

## REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

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. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

## AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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All qualifying events shall be held under the 2022 General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport SA (MSA), these Closed Club Regulations, the event Supplementary Regulations (SR's) issued by the promoters and any applicable Circulars issued by MSA.

**1. VALIDITY OF REGULATIONS**

These regulations and minimum standards shall apply for the calendar year 2022. These regulations and minimum standards are to be read in conjunction with the General Competition Rules (GCRs) and the SARRA SSRs for 2022. In the event of a conflict between these regulations and minimum standards and these SSRs these regulations and minimum standards will apply.

**2. TYPE OF EVENTS**

All events will be regularity type trials run on public tar or gravel roads.

**3. ROUTE & SPEEDS**

- 3.1 The normal speed group shall be set at speeds not exceeding 10% below the relevant legislated speed limit for the road in use.
- 3.2 The organizers may, in addition, choose to offer slower speed groups.
- 3.3 Set speeds shall be low enough to ensure safe passage throughout the entire route taking the terrain and anticipated traffic conditions into consideration to ensure they do not endanger any competitor, cause inconvenience to any members of the public or bring the sport into disrepute.
- 3.4 Open sections shall be included to ensure safe traverse of substantially built-up areas. The end of such open sections shall be at a place which is safe for competitors to stop and wait for their ETA or ETD.
- 3.5 The inclusion of U-Turns on busy roads or where there is on-coming traffic must be avoided.
- 3.6 The Clerk of the Course (CoC) is to be familiar with the route, be satisfied that the set speeds are in accordance with 3.3 above and that all safety issues have been considered.
- 3.7 All competitors are to run the same route and controls.

**4. SARRA WESTERN CAPE PROMOTED SERIES**

SARRA Western Cape promotes the following Series which comply with these Regulations and Minimum Standards. Should there be less than 10 different navigators competing in any Category over the calendar year then there will be no Series for that Category. The Series are:

- **The 2022 Western Cape Blind Navigators Regularity Rally Series** for Category B competitors.
- **The 2022 Western Cape Open Odo Regularity Rally Series** for Category C competitors.
- **The 2022 Western Cape Sealed Odo Regularity Rally Series** for Category S competitors.

**5. CATEGORIES**

The following categories will operate:

**Category B - Braille Reading Navigators**

This category is for legally blind navigators.

**Category C - Open**

Open to all entrants not falling into Category B above.

**Category S – Sealed Odometer**

Open to all entrants not falling into Category B or C above who compete with all the vehicle's odometers and map display screens sealed in such a way that they cannot be read by any person in the vehicle and no other distance, speed measuring or map display devices are fitted or used.

## 6. ELIGIBILITY OF COMPETITORS

- 6.1 All SARRA events are Closed Club events open only to drivers and navigators who are members of SARRA or a member of an MSA Affiliated Club provided the event SRs permit same.
- 6.2 **NO** passengers are allowed in a competing vehicle other than to give a lift to a stranded competitor back to the Finish.
- 6.3 It is the competitor's responsibility to ensure that the vehicle is in a roadworthy condition and will sign a Form at Documentation to that effect.

## 7. MEMBERSHIP AND LICENCE REQUIREMENTS

- 7.1 SARRA Membership and a signed MSA Indemnity shall be required by all competing crew.
- 7.2 A valid Driver's Licence is required for the driver of the competing vehicle.

## 8. CONTROLS

- 8.1 **Secret Control.** A manned control identified to competitors but not usually marked on the route schedule at which competitors are required to stop to have their time of arrival recorded. All secret controls shall be marked with Control Boards.
- 8.2 **Honesty Control.** An unmanned control identified to competitors but not usually marked on the route schedule at which competitors are required to stop to record their own time of arrival.
- 8.3 **Passage Control.** A manned control identified to competitors but not usually marked on the route schedule at which competitors are required to stop to have their time of arrival recorded. All passage controls shall be marked with Control Boards.
- 8.4 **Open Control.** A manned control identified to competitors usually marked on the route schedule at which competitors are required to stop to have their time of arrival recorded. All open controls shall be marked with Control Boards.
- 8.5 **Other types of control.** Other types of control may be used, but shall be defined in the SR's for the particular event.
- 8.6 Only passage controls may operate in open sections that may be established along the route. The beginning and end of each open section must be clearly defined in the route schedule.
- 8.7 **Control Area.** The Control Area shall consist of an area 3 meters wide measured 10 meters before and after the Marshals' Control Board and which area shall be demarcated by DAYGLO cones on the left hand side of the road.
- 8.8 Controls will be considered open 10 minutes before the time that each car is due and will be considered closed 10 minutes after the time that each car was due.
- 8.9 All controls will be scored except in the following cases where controls may be scrapped by the Clerk of the Course with the consent of the Stewards:
  - a) When a control was misplaced and the new position cannot be compensated for.
  - b) If the marshal failed to record the time of passage of all competing vehicles where vehicles whose times were not recorded can be proved beyond any doubt, to have passed that control.
  - c) If no control signs, where applicable, were displayed for all competing vehicles.
  - d) If a mistake in the route schedule causes confusion among competitors which could affect controls after such mistake.
  - e) Where the Clerk of the Course establishes that unfair competition has taken place due to unforeseen incidents.
- 8.10 No control other than passage or open controls may be placed in open sections.
- 8.11 No timed control shall be placed within 100 meters before or 1000 meters after a stop sign, yield sign, traffic light, traffic circle or junction involving a turn or similar restriction to the normal flow of traffic.
- 8.12 Controls where competitors are required to stop shall be placed in such a manner that a competitor shall be able to make up time, assuming a 30 second loss of time, without exceeding the applicable speed limit before encountering the next control

## 9. CLOCKING AT CONTROLS

- 9.1 A time will be recorded when the competing car, travelling in the correct direction, enters the Control Area and **when the sealed clock is shown to the Control Official**. The Control Board shall be clearly visible to approaching competitors in sufficient time for them to stop without endangering other road users, the Control Officials or themselves.
- 9.2 Should a competitor fail to stop at a control, then the vehicle may stop beyond the control area and the driver return on foot for the marshal to mark up the score sheet.
- 9.3 Under no circumstances are competitors allowed to reverse into a control or enter a control from the wrong direction – **penalty exclusion**.
- 9.4 If a competitor is unable to draw alongside the Control Board owing to the presence of another competitor **vehicle being in the control**, then the marshal may estimate the competitor's waiting time and adjust their time accordingly.
- 9.5 Overtaking in the control area is not permitted - **penalty exclusion**.
- 9.6 A competitor found to be guilty by the Stewards of deliberately blocking another competitor's access to a control may be penalised.
- 9.7 When times are recorded in writing and used for scoring, the onus is on the competitors to see that they are **recorded legibly and correctly** on the score sheet in hours, minutes and seconds and signed by the marshal.
- 9.8 Competitors who do not intend to stop at the control may drive past, overtaking any competitors at the control, and will be penalised as a "no show".

## 10. SCORING AND TIME RECORDING

- 10.1 This will be done in a manner as decided by the organiser.
- 10.2 All Time Cards, Sequence Sheets etc. must be completed in ink and not pencil.
- 10.3 The maximum penalty per control is 600 seconds.
- 10.4 Scores will be expressed as a total time error in seconds.
  - a) **Secret Controls**; One second for every second earlier or later than the official calculated due time of arrival.
  - b) **Honesty Controls**; One second for every second earlier or later than the official calculated due time of arrival.
  - c) **Passage Controls**; No time penalty below 600 seconds earlier or later than the official calculated due time of arrival.
  - d) **Open Controls**; No time penalty below 600 seconds earlier than the official calculated due time of arrival but One second for every second later than the official calculated due time of arrival.
  - e) **Other types of controls**; As defined in the SR's for the event.
- 10.5 The penalty for missing a passage control shall be the maximum penalty for a control.
- 10.6 In the event of any competitors having the same total score the competitor who had the lowest score at the last control will be awarded the higher place. If this is not sufficient to decide between the tying competitors, the lowest penalties at the second last, then third last, fourth last, etcetera, controls shall be used to resolve the tie.
- 10.7 A competitor, to be classified as a finisher, must score less than the maximum penalty at not less than 50% of the scored controls and present their Time Card to the Scorer before he/she has drafted a set of Final Results for the Stewards.
- 10.8 Any time correction that is made to the route schedule by adding time to a given ETA or ETD, or an ETD that is added into the event, after the start of the event, is to be carried through to the end of the day. This time addition is to be added to all future given ETA's and ETD's.
- 10.9 Any corrections made to the route schedules are to be done in writing and all crews must sign acknowledgement thereof on the same sheet as the changes are on.
- 10.10 The Stewards will take into account any time lost by a competitor as a result of stopping to render medical assistance at an accident scene during the event.

- 10.11 All controls will be scored except in the following cases where controls may be scrapped by the Clerk of the Course with the consent of the Stewards:
- When a control was misplaced and the new position cannot be compensated for.
  - If the marshal failed to record the time of passage of **all** competing vehicles where vehicles whose times were not recorded can be proved beyond any doubt, to have passed that control.
  - If no control signs, where applicable, were displayed for **all** competing vehicles.
  - If a mistake in the route schedule causes confusion among competitors which could affect controls after such mistake.
  - Where the Clerk of the Course establishes that unfair competition has taken place due to unforeseen incidents.

## 11. RESULTS

- 11.1 Should a competitor feel that his times have been incorrectly entered by the scorer they should immediately discuss this on receipt of their Individual Score. If they are unhappy with the correction or the Ideal Time for a Control or feel that the accuracy of the ideal time is incorrect or any other problem with the Route Schedule they must bring this to the attention of the Clerk of the Course within 15 minutes of their Individual Score being available to them. Once this time has passed their Score will be considered as final.
- 11.2 Every effort should be made to ensure results are final and “fair” so that prize giving can take place at the time stipulated in the event SR’s.
- 11.3 When producing results, the following **must** be reflected in the final results for scoring purposes: Category, Position, Total Penalties, Navigator and Driver. Other information may also be reflected but the above is compulsory. There will be no event overall winner only Category winners which will be the crew with the lowest penalty in that category.

## 12. SCORING FOR THE SARRA WESTERN CAPE REGULARITY RALLY SERIES

### 12.1 **Category Classification:**

1 <sup>st</sup>	-	100 points	6 <sup>th</sup>	-	78 points
2 <sup>nd</sup>	-	90 points	7 <sup>th</sup>	-	76 points
3 <sup>rd</sup>	-	85 points	8 <sup>th</sup>	-	74 points
4 <sup>th</sup>	-	82 points	9 <sup>th</sup>	-	72 points
5 <sup>th</sup>	-	80 points	10 <sup>th</sup>	-	70 points

Thereafter decreasing by 1 point per position.

- 12.2 Drivers and navigators will be scored separately and points scored as a driver will not count towards the navigator or vice-versa.

## 13. EQUIPMENT

- 13.1 SARRA Western Cape will provide each competing crew with a rally kit consisting of:
- 1kg Fire Extinguisher maintained in accordance with GCR 257 which is to be kept in the vehicle and accessible to the driver.
  - Sealed watch set to read 00h00 at that crew’s starting time.
  - Orange windscreen Competition Number to be displayed in the top left of the vehicle’s windscreen on the rear of which are the Emergency Services telephone numbers as well as the Organiser’s contact telephone number.
  - Orange Warning Notice for optional display on rear window.
- 13.2 All the above items are to be returned to SARRA immediately after the finish of the event.
- 13.3 Any additional equipment is to be supplied by the competitor.
- 13.4 Should there be insufficient of the above for all entrants then preference will be given to supplying the above to competitors in Categories B. Other Category entrants will have to supply their own.
- 13.5 Two warning triangles, to be supplied by the competitor, shall be in the vehicle.
- 13.6 A first aid kit, to be supplied by the competitor, is recommended.
- 13.7 There are no restrictions on distance and speed measuring equipment except for Category S.

- 13.8 Communication devices may not be used to gain an unfair advantage. Competitors found in contravention of the above may be penalised by a three event ban and/or loss of previous points at the discretion of the organisers.

#### **14. SPONSORS' EXPOSURE**

- 14.1 Advertising material as deemed necessary by SARRA and the Organizers, shall be displayed on each competing vehicle as required.
- 14.2 Should such advertising material not be placed on a competing vehicle, that vehicle will not be allowed to compete until such time as the specified advertising material is deemed acceptable by the scrutineer or Clerk of the Course.
- 14.3 The entire front door panels are reserved for the series sponsor unless prior permission is obtained from SARRA Western Cape Regional Committee.

#### **15. ROUTE IDENTIFICATION POINTS**

- 15.1 All Identification Points must normally be on the Left-hand side but if one on the Right-hand side is used then this must be stated on the Route Schedule.
- 15.2 All Identification Points must be in the Road Reserve or within 50 metres of the edge of the road and easily visible from a reasonable distance before.
- 15.3 Signs must be easily readable at the set speed and should be easily visible from a reasonable distance before while travelling in the correct direction.
- 15.4 Temporary road signs (yellow road work signs) are to be ignored by organisers and not used as an Identification Point.
- 15.5 Where an instruction in the Route Schedule gives a geographical point at which the instruction must be carried out, and neither a distance nor ideal time is given, the first geographical point of that type encountered will be deemed the correct one.

#### **16. ROUTE SCHEDULES**

- 16.1 The sequence for each instruction in the Route Schedule shall be:  
**Instruction No.; Time (if given); Identifier; Instruction; Speed** and shall be listed from the top of the page downwards.
- 16.2 Where an instruction in the Route Schedule gives a geographical point at which the instruction must be carried out the first geographical point of that type encountered will be deemed to be the correct one (e.g. Speed Restriction Sign, Road to the left etc.).
- 16.3 Route Directors should avoid high densities of instructions and be sensitive to the fact that reading Braille is a slower process than sighted reading.
- 16.4 The Route Schedule must contain a simultaneous given Time and Identifier at intervals of not less than every 25 minutes.
- 16.5 Route Schedules for Category B competitors will be issued in Braille or in 24 font Arial with grid lines in landscape on A3 paper.
- 16.6 Route Schedules for Categories C and S competitors will be issued in a minimum 14 font Arial with grid lines in landscape on A4 paper.

#### **17. GENERAL SAFETY**

- 17.1 CoC's should obtain and act upon reports from Officials and Competitors of potentially dangerous situations on the route e.g. road works, accidents and inclement weather. A manned control marshal may close the control if, in the marshal's opinion, circumstances render the control unsafe.
- 17.2 A competitors' briefing is to be held 30 minutes before the first vehicle start time to inform competitors of any safety issues, changes to the route schedule or route conditions.

#### **18. START ORDER**

The starting order will be set by the event organiser.



**19. DATES FOR 2022**

As per the SARRA 2022 Western Cape Regularity Rally Series calendar.

**20. EVENTS TO COUNT FOR THE SERIES**

- 20.1 All events run will count for the purpose of scoring the Series less the event with the competitor's worst score.
- 20.2 Should a competitor perform a duty, which precludes him/her from entering an event, his/her three best positions on the other events will be averaged to determine a position for that specific event to enable him/her and his/her navigator to still score towards the Series. Points may only be claimed for one event in the year. The onus is on the competitor to advise the Series Scorer of his/her claim on the day of the event.

**21. SEPARATION OF TIES**

**For Events:**

In the case of a tie at end of the Event, the team with the lowest error at any Control will be declared the winner. If this does not resolve the tie then the team with lowest error at the greater number of Controls will count, failing this the team with the second lowest error at the greater number of Controls, and so on. If a tie still remains the Clerk of the Course shall declare the winner on such a basis as he/she deems fit.

**For the Series:**

In the case of a tie at the end of the Series, the competitor with the greatest number of firsts will be declared the winner. If this does not resolve the tie, the greater number of seconds will count, failing this thirds, and so on. If a tie still remains SARRA Western Cape Committee shall declare the winner on such a basis as it deems fit.

**22. INDIVIDUAL EVENT AWARDS**

The organizers shall provide as a minimum an award for both the driver and the navigator of the overall winner of each Category in the event subject to a minimum of 5 entries in that category. Any other awards are at the organizer's discretion.

**23. ANNUAL SERIES AWARDS**

The Driver and Navigator with the highest overall points in Category B shall be declared the SARRA Western Cape Blind Navigators Regularity Rally Driver and Navigator of the year.

The Driver and Navigator with the highest overall points in Category C shall be declared the SARRA Western Cape Open Odo Regularity Rally Driver and Navigator of the year.

The Driver and Navigator with the highest overall points in Category S shall be declared the SARRA Western Cape Sealed Odo Regularity Rally Driver and Navigator of the year.

**24. AIM OF THE SERIES**

- 24.1 To provide Sight Impaired people with the opportunity to compete in motorsport.
- 24.2 To improve the quality of life of disabled people and to afford them an opportunity to participate in a sport in which they would ordinarily find impossible.
- 24.3 To promote competitive Regularity Rallying within the Western Cape and to give both experienced and inexperienced competitors the opportunity to continue in the sport as well as to encourage new comers in to the sport.
- 24.4 To declare a winner in each of the different Series.

## 25. MINIMUM STANDARDS

### 25.1 ROUTE

- a) It is recommended, particularly for one-day events, that the start and finish be at the same venue. The regularity distance of the route should not be less than 75 Km and should not exceed 200 Km in total (one day events only). The finish venue should provide suitable facilities i.e. seating, food, etc.
- b) Distances between refuels should not exceed 200 Km.
- c) All substantially built-up areas should be made Open Sections. Set speeds shall be low enough to ensure safe passage through these areas. The end of these open sections shall be at a place which is safe for competitors to stop and wait for their E.T.A. or E.T.D. High traffic areas where competitors could run into time difficulties should also be declared Open Sections.
- d) Route planning should be done by the Route Director with the full co-operation of the Chief Marshal. The Clerk of the Course (CoC) is to be familiar with the route and be satisfied that safety issues have been considered. In particular the CoC is to ensure that set speeds are reasonable and do not endanger any competitor, member of the public or bring the sport into disrepute and in addition is responsible to ensure compliance with these Regulations and Minimum Standards.
- e) The route should be checked by a competent person who is not familiar with the route while using only a competitor route schedule. Any route discrepancies are to be corrected on the route schedule or a correction is to be issued on the official notice board and signed for by each competing crew on an acknowledgement form.
- f) All competitors are to run the same route and controls. The only exception is open sections of the route where there are facility restrictions i.e. accommodation or rest breaks.
- g) Care should be taken when placing a control where competitors are required to stop, making sure it is in a safe place and that there is enough space for more than one car to stop well clear of the road, also keeping cars with low ground clearance in mind and taking care not to use areas that are heavily eroded which can cause damage to undersides. No control where competitors are required to stop, or end of open sections, should be placed where overtaking is prohibited, or in any place which could cause a traffic hazard. Placing of a control at a sign of critical information such as speed restrictions, junction warning signs, no passing etc., is not permitted as it could distract other road users from noticing the sign.
- h) No control shall be placed within 100 metres before a junction, stop sign, traffic light, circle or similar restriction to the normal flow of traffic. Any control placed less than 1000 meters after a right turn at a stop sign, traffic light, circle or similar restriction to the normal flow of traffic shall assume a time loss of 30 seconds at any right turn. **A competitor shall be able to make up time without exceeding the applicable speed limit** before encountering the next control.
- i) Controls where competitors are required to stop should be placed in such a manner that, assuming a time-loss of 30 seconds at a control **a competitor shall be able to make up time without exceeding the applicable speed limit** before encountering the next control.
- j) Control boards should be placed in such a way that they are clearly visible from at least 100 metres by approaching competitors. Control boards should not be placed higher than eye-level. A 300mm high orange cone should be placed 10 meters before the board as an additional indication that there is a Control.
- k) A Zero Car manned by a driver who knows the route and with the Chief Marshal should run ahead of the field and shall check that all the Controls are manned and in the correct position.
- l) A Sweep Car should follow the last competitor and close the Controls 10 minutes after the last, or missing, competitor's due time of arrival if all the competitors have not already gone through the Control
- m) The organisers shall, at the announcement of provisional results, advise competitors of the Controls which have not been scored, and the reasons for their cancellation on the official notice board.

## 25.2

### ELIGIBILITY OF OFFICIALS

Organisers must ensure that all officials on an event are well qualified in the portfolio they officiate in. The following in particular must be kept in mind:

- a) Clerks of the Course must be named on the SARRA list of persons acceptable to perform duties of Clerk of the Course on SARRA Rallies or shall be MSA Graded and licensed Clerk of Course.
- b) The Chief Marshal must be competent enough to brief all marshals on an event as to what is expected of them, how the times are recorded, what they may or may not tell the competitor etc. The Chief Marshal must also ensure that marshals reach their control points well in advance and without difficulty. Marshals should receive clear instructions as to where their control is and what time they should be in position. Preferably these instructions should be given to the marshals in advance so that they can travel there in their own time. The Car Zero can then check whether they are in the correct position. Marshals should also be advised how to reach the finish venue from their last control point.
- c) If in the opinion of the Chief Marshal any controls are placed in a dangerous or non-conforming position the Stewards are to be informed of the non-compliance.
- d) If the control marshals at any time while they are at their control point feel that they are not safe they should telephone the Chief Marshal or, if he/she is not available, the Clerk of the Course and advise them of the reason and they may abandon the control but must collect all the equipment and bring it back to the finish venue.
- e) Marshals should be properly trained on how to read the clocks in use at the time of the event and to record the time legibly on the competitors score sheet and their sequence sheet as this is crucial to the scorers on an event.