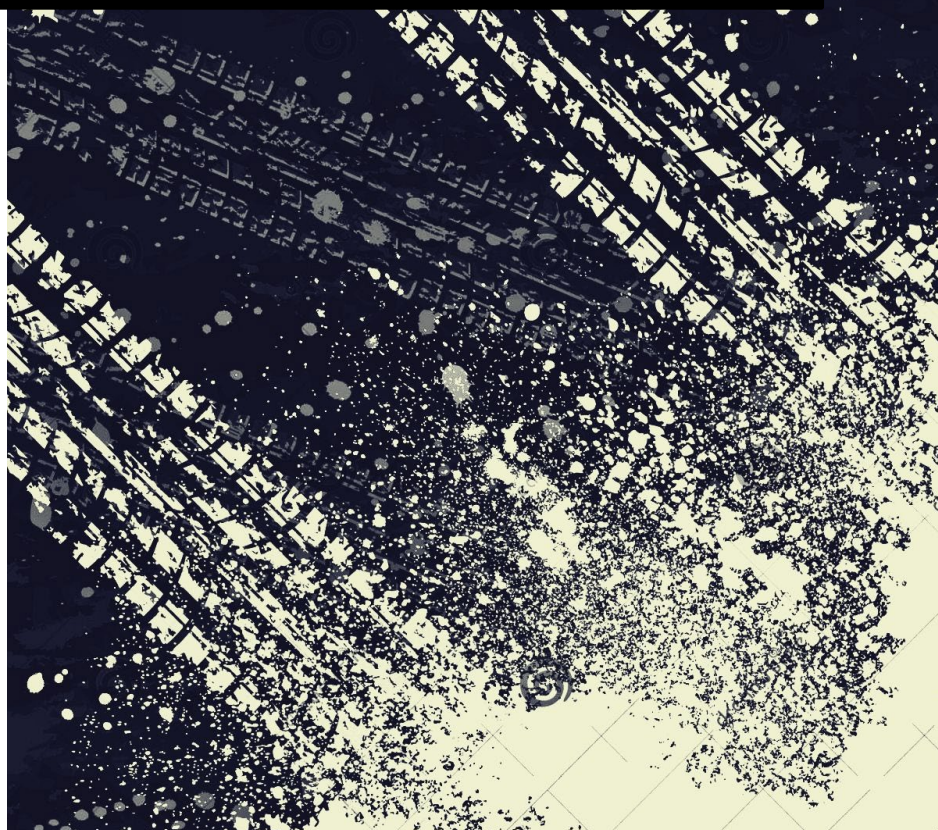




2023

MSA NATIONAL STANDING SUPPLEMENTARY REGULATIONS

RALLY CHAMPIONSHIP



VERSION 1

02 February 2023

Ref: **162632 / 144**

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the National Rally Steering Committee (NRC) for approval. The NRC reserves 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 SSR / ART</i>	<i>Date applicable</i>	<i>Date of Pub- lication</i>	<i>Clarifications</i>

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SECTION 1

Part 1 – ELIGIBLE ENTRANTS, POINTS, ENTRIES (SSR 100 - 108)

100 APPLICABLE REGULATIONS.

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

100.1 VALIDITY OF THE REGULATIONS

For the calendar year 2023.

100.2 CONTROLLERS

The National Rally Steering Committee (NRC) will be responsible to organize and promote the sport of special stage rallying in South Africa for the National Rally Championship.

100.3 AIM OF THE CHAMPIONSHIP.

- i) To declare a South African National Rally Champion - Driver.
- ii) To declare a South African National Rally Champion - Co-Driver
- iii) The First Place trophies for the above Champions will be presented at the annual MSA National Awards Function.

100.4 AIM OF THE CLASSES.

To Declare;

- i) Overall NRC1 Class Winning Rally Driver.
- ii) Overall NRC1 Class Winning Rally Co-Driver.
- iii) Overall NRC2 Class Winning Rally Driver.
- iv) Overall NRC2 Class Winning Rally Co-Driver.
- v) Overall NRC3 Class Winning Rally Driver.
- vi) Overall NRC3 Class Winning Rally Co-Driver.
- vii) Overall NRC4 Class Winning Rally Driver.
- viii) Overall NRC4 Class Winning Rally Co-Driver.
- ix) Overall NRC5 Class Winning Rally Driver.
- x) Overall NRC5 Class Winning Rally Co-Driver.

The first place trophies for the above class winners will be presented at the annual NRC Prize Giving.

100.5 MINIMUM NUMBER OF STARTERS.

For the Classes to count towards a National Championship, A minimum number of 6 vehicles will be required to participate in at least 70% of the Championship rounds.

100.6 EVENTS.

- i) The Annual MSA Calendar will detail the events that comprise the National Championship series.
- ii) The SA Rally Championship will consist of a minimum of five (5) Events, ten (10) Rounds.
- iii) One of the Events may be a round of the FIA African Rally Championship.
- iv) Events will consist of two (2) Rounds. Each Round will have a minimum of 80 kms +/- 10km of Special Stages.
- v) Other than the FIA ARC event, any event electing to be inscribed as an International event will comply with all of the requirements of the SA National Rally Championship.

100.7 DRIVERS AND CO-DRIVERS CHAMPIONSHIP - POINTS SCORING.

- i) The Championship is open to all competitors holding a South African competition license competing in a vehicle eligible in the classes stipulated in Part 9.
- ii) The winners of the NRC will be the competitors with the highest total combined overall and class points.
- iii) Overall points will be awarded as per Table 1 below.
- iv) Class points will be awarded as per Table 2 below.
- v) Competitors (Drivers / Co-Drivers) will only be eligible to score points in the NRC after starting a minimum of three (3) Events of the Championship Season.
- vi) ALL of the twelve (12) Rounds to count towards determining the final positions.
- vii) If only 11 Rounds are held, all 11 will count.
- viii) If only 10 Rounds are held, all 10 will count.
- ix) If only 9 Rounds are held, all 9 will count.
- x) If only 8 Rounds are held, all 8 will count.
- xi) The Controllers reserve the right NOT to declare a Champion if less than 8 Rounds are held.

Table 1. NRC Overall Points (Pos 1-10)

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

Table 1. NRC Overall Points (Pos 11-20)

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

Table 2. NRC 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

- xii) If there are less than six starters in the relevant Class, the individual competitors' points will be awarded as follows;
- i) If there are five starters, the points will start from 12 points;
- ii) If there are four starters, the points will start from 9 points, and so on down to 5 points if there is only one starter.

100.8 EVENT TIES.

- i) Any ties in the Overall Results of a Round will be decided in favour of the competitor with the greatest number of stage wins.
- ii) Any ties in the Class Results of a Round will be decided in favour of the competitor with the greatest number of stage wins.
- iii) If this does not resolve the tie, the competitor with greatest number of second fastest stage times and so on down until the tie is resolved.

100.9 CHAMPIONSHIP POINTS.

- i) Any ties in the Overall Championship standings will be decided in favour of the competitor with the greatest number of 1st Overall positions.
- ii) Any ties in the Class Championship standings will be decided in favour of the competitor with the greatest number of 1st overall Class positions.
- iii) If this does not resolve the tie, the competitor with greatest number of second Overall/Class positions and so on down until the tie is resolved.

101 ELIGIBLE COMPETITORS AND ENTRANTS:

- i) Any person or legal entity holding a relevant MSA Rally competition license valid for the current year are eligible to compete and score points.
- ii) 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.
 - iii) For National Championship events, a minimum of National License is required.
 - iv) For International Championship events, a minimum of International License is required.

102 REQUIREMENTS 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 driver's license must be submitted to the organisers as this is required if a competitor needs to be admitted to the hospital during an event.
- iv) Licenses will be issued in accordance with GCR 127.
- v) Medical Information to be supplied to the organiser's / Event Secretary.

103 JUNIOR DRIVERS AND CO_DRIVERS.

- i) Younger drivers and Co-Drivers (between the age of 15 and 17 years) may be issued with a Regional MSA License, for Rally, subject to the following conditions:
 - 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 two Suitable junior categories of motorsport for an extended period of not less than one year.
- 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 be found 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.

104 CREWS:

- i) A crew is made up of two persons (competitors) on-board each car.
- ii) The two members (competitors) of the crew will be nominated as driver and co-driver/navigator. Both members of the crew may drive during the rally, but special stages limited to the nominated driver only.
- iii) Both Members of the crew must be on-board the car throughout the entire duration of the rally, with the exception of cases provided for in the present regulations.
 - Example 1: in the case of recovering from an incident which is accepted as a bona fide incident by the Clerk of the Course.
 - Example 2: This is not applicable whilst the car is inside a service park or designated service area or in or approaching a control area.
- iv) If a third party is permitted on-board (except if this is to transport an injured person), the car shall be excluded from the rally by the Clerk of the Course.
- v) Any retirement of one of the crew members will result in immediate exclusion of the relevant crew / car by the Clerk of the Course. Any crew retiring from the rally must report such retirement to the organiser's as soon as possible.
- vi) **To be clear, "Crew" is only applicable to the two members competing, not applicable to Service team members who are sometimes referred to as "crew".**

105 ENTRIES, Entry and Sign-on Procedures:

- i) Any Competitor / Entrant of a National Rally should enter online at the following URL: 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.
- ii) For foreign competitors, authorization must be given according to MSA's GCR's and the FIA Sporting Code prescriptions.
- iii) The competitor may freely replace the car declared on the entry form with another from the same group and the same class, up to time allocated for scrutineering.
- iv) 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 before the publication of the list of crews eligible to take the start. Same applies if a competitor wants to move up a class.
- v) Members of the crew may be replaced with the agreement of the Organizers, before the start of the administrative checks,
 OR
 Members of the crew may be replaced with the agreement by the Stewards, after the beginning of administrative checks and before the publication of the list of crews eligible to take the start.
 Note: No change of competitor/ crew may be made after the first car has taken to starters orders.
- vi) Where the Entrant is not a member of the crew, an MSA Entrant's license number must be declared on the entry form failing which the Entrant's name cannot be published in the program or in the results.
- vii) During Pre-Event Documentation, it is compulsory for 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 organiser's as per GCR 98 and GCR 159.
- viii) 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.
- ix) The organiser's 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 to MSA detailed reasons for this refusal, which reasons must be acceptable to MSA.
- x) The maximum number of entrants will be specified in the supplementary regulations.

106 ENTRY FEE'S:

- i) The entry fees will be specified in the supplementary regulations.
- ii) 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).
- iii) Entry fees will be refunded in full:
 - a. to candidates whose entry has not been accepted.
 - b. in the case of the rally not taking place.
 - c. Entry fees may be partially refunded following such conditions as provided for in the supplementary regulations.

107 SOCIAL MEDIA

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

Refer to MSA Code of Conduct on www.motorsport.co.za.

108 DISCLAIMER

Competitors entering any MSA affiliated Championship event will constitute an agreement by the Competitor to accept and adhere to the governing rules of MSA and the controllers of the respective MSA Championships.

Part 2 – GENERAL REGULATIONS (SSR 200 - 205)

200 SUPPLEMENTARY REGULATIONS:

- 200.1** Committing any breach of the GCR's, SSR's or SR's when no specific penalty(ies) are stipulated will lead to exclusion.
- 200.2** In the event of any dispute concerning the interpretation of the regulations, only the English text will be binding.
- 200.3** For the exact interpretation of this text the following definition applies:
- i) "Competitor" used for either physical or legal entities.
 - ii) "crew" implies driver and co-driver.
 - iii) The driver assumes the competitor's responsibility when the latter is not on-board the car.
- 200.4 Conditions of Publication:** The supplementary regulations must be in total conformity with all the specifications listed in:
- i) the GCR's
 - ii) these Prescriptions (SSR's)
 - iii) See also GCR 67 and 70 b ii) and iii)
- 200.5** The supplementary regulations must mention explicitly all supplementary specifications, in conformity with the regulatory texts, that the organiser's wish to impose.
- 200.6** Draft supplementary regulations, together with a draft safety plan, must reach MSA & the National Rally Committee 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 organiser's 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.
- 200.7** 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.
- 200.8** 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.
- 200.9** 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).

201 BULLETIN:

- Official written communication, which is an integral part of the supplementary regulations, roadbook, time-card and / or Itinerary of the rally and intended to modify, clarify or complete the latter.
- 201.1** The provisions of the supplementary regulations may only be amended in accordance with the GCR's.
- 201.2** Any amendments or any additional provisions will be announced by dated and numbered bulletins, which will be an integral part of the supplementary regulations.
- 201.3** Bulletins issued prior to drivers briefing must be signed by the Clerk of the Course, then posted on the official notice board located in Rally HQ. These bulletins may also be directly communicated, but the official notice board takes precedence to any other form of communication.
- 201.4** Should a written 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 organiser's.
- 201.5** **When immediate distribution is required, bulletins may be issued via the official competitors event WhatsApp Group, in which case a read receipt from either crew member will be taken as acknowledgment of receipt of the bulletin.**

202 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.
- 202.1 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.
- 202.2 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.

203 INSURANCE:

- 203.1** 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).
- 203.2** 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.
- 203.3** The service vehicles, even those bearing special plates issued by the organiser's, 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.

204 ACCESS TO RALLY STAGES

All competitors are denied access to the gravel rally stages of the next event from the day that the relevant event SR's are available under pain of exclusion. With much expertise and enthusiasm available, this will still allow competitors to assist in identifying and preparing of routes during planning of an event. Competitors required to be part of the Organising team during the final 3 weeks must be stated in the Event Supplementary Regulations or by a Bulletin for the event. They may not traverse any of the stages in a competition vehicle, nor be present in any other circumstance or capacity than stated under pain of exclusion.

205 YELLOW CARD

- 1) Notwithstanding anything contained in this SSR or elsewhere in the regulations 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.
- 2) Any competitor to whom a yellow card has been issued shall be excluded from the results of any subsequent event for 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.
- 3) Any incorrect, fraudulent or unsporting action carried out by the competitor(s) or their supporting staff / members will be judged by the Clerk of the Course, who may impose a penalty that may go as far as exclusion.

206 Driver's Briefing

- 1) All events must have a Driver's briefing which is compulsory to attend.
- 2) A fine of R1000-00 and a Yellow Card will be imposed by the Clerk of Course on any crew which does not attend the driver's briefing.
- 3) A second offence under Yellow card conditions will result in a 5 minute time penalty being added to the total race time at the event of the second transgression.
- 4) Late arrival for a Driver's Briefing will be considered as non-attendance.

Part 3 – EVENT OFFICIALS (SSR 300 - 321)

300 CHECKING OF THE ROUTE AND SPECIAL STAGES BY OFFICIALS:

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:

- i) 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 organiser's.
- ii) 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).
- iii) 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.

301 STEWARDS OF THE MEETING:

Stewards of an MSA Championship rally shall always comprise of two members.

- i) One of these members shall be appointed by MSA / NRC and one by the club Organising the rally / event. Refer GCR 151-154.
- ii) During the running of the rally, the proceedings of the meetings of the Stewards must be recorded in minutes.

302 OBSERVER

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

303 SPORTING DELEGATE:

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(s), and will be supplied by the organiser's.

304 SAFETY DELEGATE:

The organiser of an event may appoint a safety delegate, who is specifically responsible for monitoring the safety of the **Competitors, Officials, Media and public** on the rally and any other Safety matters of the event. The Safety Delegate / Officer and the Chief Medical Officer will work closely with the Clerk of the Course.

305 CLERK OF THE COURSE:

- i) 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 - 157).
- ii) Any protests against the decisions will be sent to Stewards for deliberation and decision.
- iii) Is responsible for the safe running of the event, for taking all necessary decisions and measures and for the deployment of competent staff to assist him in drawing up and implementing the safety plan. If the case arises, he is responsible for applying the safety plan as practically as possible. He is responsible for informing the Stewards of the Meeting of all urgent matters and, in co-operation with the Chief Medical Officer and Chief Safety Officer, for having all relevant information regarding emergency matters go public only through the Press Office.
- iv) Is responsible for the appointment of the Start and Stop marshals for each stage. He is responsible to prepare the plan showing the meeting points and locations of ambulances, fire and rescue teams, radio point marshals and safety marshals. Before the start of the event, the Clerk of the Course makes sure that all personnel have a copy of the safety plan, that all personnel are properly trained, and that all responsibilities assigned to them are clear. Through the Chief Marshal and Post Chiefs, checks the correct position of all safety vehicles and staff on the day of the event.
- v) At the end of the rally, the Clerk of the Course must draw up the closing report, as per the prescribed MSA template.

306 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.

307 TECHNICAL DELEGATE:

MSA / NRC appoint a Technical Delegate who will be the chief scrutineer responsible for all technical matters.
Refer GCR 167

308 SCRUTINEERS:

Refer GCR 166.

309 CHIEF MEDICAL OFFICER:

- i) Responsible for the early recruitment of all doctors and paramedic teams who will be supporting the event.
- ii) Responsible, along with the Clerk of the Course for the medical part of the Safety Plan, or for the Medical Safety Plan.
- iii) The Medical officer are to ensure that the medical compliances are applied for with MSA and that all Hospitals in the area of the event has been notified in writing and placed on standby for any potential casualties.
- iv) Expected to review and have sufficient knowledge of the layout and format of the event or to go into all the special stages ahead of the rally with the Deputy Clerk of Course or the Clerk of the Course to establish the right position for the start and intermediate points and to make sure that all the medical and safety facilities will be correctly positioned in accordance with the regulations.
- v) Assigns medics to their specific duties, informs them of the safety plan and introduces them to the Post Chiefs of the special stage they have been assigned to.
- vi) The Chief medical officer maintains constant communication with Rally Head Quarters as well as the Clerk of the Course. Advises the Clerk of the Course of the seriousness of any reported incident or injury.

310 CHIEF MARSHAL AND SPECIAL STAGE POST CHIEFS:

It is their duty to have full knowledge of the Special Stages assigned to them, at the earliest possible time before the event.

- i) Draw up a list of the special stage necessities in accordance with the special requirements of each special stage, and therefore ask the organiser's for the necessary personnel and materials to support him/her at the event.
- ii) Together with the Clerk of the Course or his representative, they will assign the marshals that will co-operate with him/her in case the safety plan needs to be follow.
- iii) Specify the position and implements the posting of warning signs within the special stages that he is responsible for and assigns the distribution of information for spectators and locals, in the area of his responsibility during the event.
- iv) Request detailed maps of the special stages assigned and, together with the Safety Officer, to implement the safety plan on the map, by ensuring that all safety teams are positioned according to the prepared plan.
- v) They are fully aware of the safety plan and have listed all equipment at their disposal during the event.
- vi) During the event, the Post Chief is to be found at the start of the special stage. They record the passage of each rally car and inform all radio point marshals and the Stop marshal through the safety radio channel.

311 TIME CONTROL MARSHALS:

- i) To Record the time the competitor hands over his / her Time Card at the control point with the equipment supplied using the official rally time.
- ii) This record keeping should be done by writing down on a sequence sheet the actual time of arrival. This time shall be copied onto the competitor's Time Card and signed by the official.
- iii) Under no circumstances is the marshal on duty responsible for when a competitor should check in / clock in.
- iv) In the case of a departure control, the marshal will give the competitor a departure time which will be counted down until the departure time.
- v) Should a competitor have any queries with the marshal on duty, it should also be recorded and further investigation by the Clerk of the Course will be made.
- vi) Time Control Marshals may not close any special stage control until the sweep crew has completed the stage.

312 CROWD CONTROL SAFETY MARSHALS:

- i) During the running of the stage, they stay at their designated points and ensure the general public do not enter the No-Go zones identified.

- ii) They check that there are no cars parked next to the road in a special stage, and if there are, they remove them before the stage starts. This will be communicated to the Clerk of the Course.
- iii) They are trained properly and know exactly what their duties are. They are equipped with whistles in order to keep spectators away from prohibited areas and inform them of the passing of rally cars. The personnel wear identifying tabards.
- iv) In a polite manner they inform spectators that the special stage will be run only if they follow their instructions to stand in the recommended areas.

313 RADIO SAFETY MARSHALLS:

- i) Radio marshal points will be at the start and at the end of all the stages.
- ii) During the stage a sign bearing the radio point symbol is displayed at the location of each radio point. Where possible, additional Radio Marshals may be deployed mid stages.
- iii) Each radio point will be identified in the road book and by a radio marshal sign 70 cm in diameter, with the radio point symbol, a black spark on a blue background. Any ambulance within a stage will be located at a radio point. In case of incidents concerning spectator safety and control, the marshals will cooperate with medical services, by reporting to Rally Headquarters any incidents or accidents.
- iv) They check communication with the stage commander of the special stage and Rally Headquarters. They inform the Headquarters about the number of spectators, and the Clerk of the Course will decide if more support personnel are needed.
- v) The Radio marshals may also be used for relaying stage times, but Must be on a separate frequency from the main channel which is used for Safety.

314 DUTIES OF THE SECRETARY OF THE MEETING:

The Secretary of the Meeting, who shall have attended a seminar and passed an examination unless specific permission to the contrary has been granted by MSA, shall be responsible for the organisation of the meeting. In particular, he/she shall:

- i) Check the validity of all entries received and report such to the organisation committee,
- ii) Check or cause to be checked, and retain copies of, the competitors' licenses (see GCR 98) as well as the age eligibility of the competitor for the class/category entered.
- iii) During the meeting maintain the Official Notice Board(s).
- iv) Publish official bulletins from the CoC and inform the stewards of the meeting of information published on the noticeboard.
- v) Send all necessary documentation to officials and competitors before, during and after the meeting (copying the relevant MSA Sport Coordinator at the same time).
- vi) Advise all the officials (including the timekeepers) of any change of driver, subject to the Stewards of the Meeting having agreed to such change.
- vii) If necessary, assist the Clerk of the Course to compile his final report.

315 JUDGES OF FACT:

Judges of Fact will be appointed by the Clerk of the Course and their names will be published in an official bulletin. These officials will be appointed to report on infringements of the rules, with particular emphasis on competitors who jump the start in special stages, competitors who speed in service park/areas, competitors who take short-cuts on special stages and competitors who speed on liaison sections. These Judges of Fact so appointed may, the provisions of these regulations notwithstanding, hold a position in addition to that of Judge of Fact.

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.

316 JOURNALISTS:

The journalists / photographers are issued with official tabards and passes which authorize them to move outside the areas which have been set aside for the special stage. This of course is to enable them to obtain clear action photographs; however, at no time can the photographers place themselves in a position which is a danger to them or to the competitors. No special viewing position is necessary for journalists.

If the Senior Marshal considers that the photographer is in a dangerous location, then he must ask the photographer to move to a safe location. Be firm and calm and do not enter into a situation of confrontation. Ensure that the photographer is clearly identifiable to the public so that they realize why and on what authority he is standing in an area where they are not allowed to go.

317 TIMEKEEPER:

It is the responsibility of the Timekeeper to ensure Time Card information is captured onto a scoring program to establish elapsed times of special stages as well as any penalties accrued by the competing crews. These results will be checked by the Clerk of the Course before officially being circulated. Unofficial times may be published on condition that the results state their status as unofficial.

318 SAFETY CAR No 0:***Compulsory for ALL Events.***

It is crucial that the occupants of Car 0 are experienced and competent to perform this crucial task. Car 0 must follow the entire route of the rally and must be treated as competitors by all the control officials. The Road Book and Time Card must be used and followed at all times. **Pace Notes or Safety Notes may not be used.** The crew must have access to two way radio communication with Rally HQ at all times.

- 1) Car 0 conducts the Final safety - and operational checks of the stage and gives the final warning that the special stage is about to start.
- 2) Depending on the length and conditions of the special stages, the 0 car must run at least 20 to 40 minutes ahead of the first competitor.
- 3) The Main duties of Car No 0 are to:
 - i) Check that all required Marshals are in place.
 - ii) Check that all controls are set up correctly and are ready to operate.
 - iii) Check that Timing equipment is in full working order.
 - iv) Ensure that marshals know how to complete the time cards correctly.
 - v) Confirm Ambulance at the start of the stage is in place (and any other position as required).
 - vi) Check that all access roads are closed off and that all route markings are in place and correct.
 - vii) Check that designated escape roads are clear.
 - viii) Communicate with CoC if the stage is clear, safe and ready.
 - ix) **Inform the Clerk of the Course when the stage is ready to go Live.**
 - x) Inform the Clerk of the Course of any possible changes in the route conditions that need to be communicated to the competitors.
 - xi) **Communicate any anomalies to the Clerk of the Course.**
- 4) The 0 car does not compete in the Rally, but is the last safety car before the first competitive car to arrive. It must not be driven at the maximum capability of the car and the driver.
- 5) The 0 car, will run each special stage **between 30 and 10 minutes** before the first car is due to start, depending on the length and particulars of each special stage.
- 6) The 0 car, will be clearly identified and where possible, flashing lights and / or a loudspeaker to be equipped to the vehicle.
- 7) When Car no 0 has entered a stage, no public or official vehicles are allowed into the stage. The Clerk of the Course has the final say.

319 SAFETY CAR No 00:***Compulsory for ALL Events.***

Car No 00 fulfils the same duties and responsibilities as Car No 0.

- 1) The Duty of Car 00 is the Initial check of the stage and pre-warning that the special stage is about to start. The Road Book and Time Card must be used and followed at all times. Pace Notes or Safety Notes may not be used.
- 2) The 00 car, will run each special stage between 60 and 40 minutes before the first car is due to start, depending on the length and conditions of the special stage.
- 3) The Main duties of Car 00 are to:
 - i) Check that all required Marshals are in place.
 - ii) Check that all controls are set up correctly and are ready to operate.
 - iii) Check that Timing equipment is in full working order.
 - iv) Ensure that marshals know how to complete the time cards correctly.
 - v) Confirm Ambulance at the start of the stage is in place (and any other position as required).
 - vi) Check that all access roads are closed off and that all route markings are in place and correct.
 - vii) Check that designated escape roads are clear.
 - viii) Communicate with CoC if the stage is clear, safe and ready.
 - ix) **Inform the Clerk of the Course when the stage is ready to go Live.**
 - x) Inform the Clerk of the Course of any possible changes in the route conditions that need to be communicated to the competitors.
 - i) **Communicate any anomalies to the Clerk of the Course.**

320 SWEEP CAR:***Compulsory for ALL Events.***

- i) The Sweep Car is the last vehicle to enter the stage after the last competitor. The Road Book and Time Card must be used and followed at all times.
- a. The sweep car runs all special stages after the last competing car and assists to clear the route of stationary competing vehicles. The sweep crew must report to the Clerk of the Course regarding the situation and condition of each incident they come across.
- b. All route clearing that cannot be completed by the sweep crew must be reported to the Clerk of the Course for further action.
- c. The sweep crew must collect incident reports and timecards from any crew retiring from the event.
 - ii) The sweep crew collects all **documentation** from control marshals and radio point marshals **and ensures the delivery of documentation to the Timekeeper in Rally Headquarters**. The exception to this rule will be when the control marshal can deliver their documentation to the Timekeeper before the sweep crew will be able to do so.
- iii) No time control should close unless informed by the sweep crew that it has completed the stage. The authorisation to close is given via the Clerk of the Course.
- iv) Inform Rally Control (HQ) of any cars who have not started the stage before the sweep car enters the stage

321 AMBULANCES:

- i) An ambulance shall be positioned at the start of each Special Stage.
- ii) On stages less than 20km in length, an additional midpoint Ambulance may be included for safety reasons and must be arranged with the Medical Service Provider prior to the event, in order to facilitate a rapid response to any emergency situation.
 - iii) For stages over 20km, an additional midpoint Ambulance must be included, in which case it must be arranged with the Medical Service Provider prior to the event. **The location of such midpoints shall be indicated in the Road Book (and Route Notes) and marked by a rally board.**
- iv) Only the Clerk of the Course may authorize the deployment of an emergency vehicle from a mid-point, in which case a red flag will be waived by a third medical member, while the other medical members are deployed. This is to indicate the deployment of an emergency vehicle on the stage. No further competitors may be permitted to enter the stage at the start until the stage has been reactivated on the instructions of the Clerk of the Course. The Clerk of the Course must record the time at which the mid-point vehicle was deployed and must report it to the Stewards.
- v) All competitors already in the stage shall on passing a displayed red 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.
- vi) A crew that has been shown the red flag will be given a nominal time for the stage and have lateness ignored, according to **SSR 510 - 512** in the event that the stage is restarted or in the event of its being terminated as the case may be.

Part 4 – RALLY CONTROLS (SSR 400 - 409)

400 CONTROL ZONES

A control is a point on the route which will determine the competitor's progress during the competition.

- i) For a control to be manned, the Control Official/s must be within a maximum of 25 meters of, and visible from the control sign/s.
- ii) All control officials must be identifiable. At each control, the chief must wear a distinctive bib in order to be immediately identifiable.
- iii) All controls will be indicated by means of approved standardised signs mounted on boards. (SSR 401.1)
- iv) 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.
- v) Where only one control board is used, the control area is defined as being 10 meters before the control board to 10 meters after the control board.
- vi) Inside a control zone, Parc Ferme conditions apply, 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 indicating the end of the control zone.
- vii) The control zone as defined is a restricted area in which NO checking, tuning or repair is allowed, and competitors shall be excluded for so doing.
- viii) Only the designated crew and/or remaining competitors and / or officials may push the car (in or out) of the control zone
- ix) Entering ANY control from the wrong direction, or reversing into the control will lead to exclusion.
- x) Taking up a position alongside or ahead of other cars that are stationary in a control will lead to exclusion.
- xi) A competitor who has already entered or clocked in at a control will be deemed to be inside a control zone (even if the vehicle is outside the designated area), except in a Pre-Start Holding area where applicable.

401 TIME CONTROLS:

- i) The control official will record on the timecard, the elapsed hour and minute, at the exact time which it is handed to him. (Refer SSR 403.iv) and SSR 501)
- ii) The recorded time will be as indicated on the official rally clock at the control.
- iii) The SR's for the event must state the manner in which the times used for scoring will be recorded.
- iv) If a competitor has more than one time of arrival recorded at a control, only the earlier time will be scored.
- v) The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.
- vi) Control officials may not give competitors any information concerning target check-in times.
- vii) The stopping time within any control area must not exceed the time necessary for carrying out control operations.
- viii) 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. **SSR 508.3** could lead to exclusion.
- ix) Crews are obliged to follow the instructions of the marshal in charge of any control. Failure to do so will result in a penalty at the discretion of the Clerk of the Course.
- x) List of Time Controls, but not limited to:

Time Control IN - applicable at:

- 1) Arrival control at Holding area
- 2) Arrival control at Parc Fermé
- 3) Arrival control at Start of a Stage (End Road section)
- 4) Arrival control at Service Park (End Road section)

Time Control OUT - applicable at:


























- 1) Departure control at Holding area
- 2) Departure control at Parc Fermé
- 3) Departure control at Start of Stage
- 4) Departure control at Service Park out

- xi) Controls shall be ready to function 1 hour before the due time for the passage of the road closing (0) car.
- xii) 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.
- xiii) 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 to re-enter the control zone Penalty will be exclusion.

- xiv) Every competitor on an event, has the right, on request, to see any written or printed matter, records, timecards, etc. pertaining to the event.

401.1 TIME CONTROL CHART:

CONTROL TYPE TYPE DE CONTRÔLE	CONTROL ZONE (diameter of signs: about 70cm) ZONE DE CONTRÔLE (diamètre des panneaux de signalisation : 70 cm environ)		
Direction of travel Sens du parcours	⇒	⇒	⇒
	YELLOW SIGNS - Zone entry PANNEAUX JAUNES - Début de zone	RED SIGNS - Compulsory stop PANNEAUX ROUGES - Arrêt obligatoire	BEIGE SIGNS - End of zone PANNEAUX BEIGES - Fin de zone
PASSAGE CONTROL CONTRÔLE DE PASSAGE	 ← 25 m min →	 ← 25 m →	
TIME CONTROL CONTRÔLE HORAIRE	 ← 25 m min →	 ← 25 m →	
TC AT SERVICE PARK ENTRANCE CH ENTREE DU PARC D'ASSISTANCE	 ← 5 m →	 ← 5 m →	
TC AT SERVICE PARK EXIT CH SORTIE DU PARC D'ASSISTANCE	 ← 5 m →	 ← 5 m →	Usually leads to RZ and/or TZ Mène généralement à une zone de ravitaillement et/ou une zone pneumatiques.
TIME CONTROL AND SS START CH ET DEPART D'ES	 ← 25 m min →	 ← 50-200 m →	 ← 25 m →
END OF SS FIN D'ES	 ← 100 m → ADVANCE INDICATION AVERTISSEUR	 ← min. 200m → FLYING FINISH LINE LIGNE D'ARRIVEE	 ← 25 m → STOP CONTROL CONTRÔLE STOP
OTHER FIA STANDARD RALLY SIGNS (diameter of the signs: about 70cm) AUTRES PANNEAUX DE SIGNALISATION STANDARD DE LA FIA (diamètre des panneaux : 70 cm environ)			
	WHITE SYMBOL ON YELLOW BACKGROUND SYMBÔLE BLANC SUR FOND JAUNE	WHITE OR BLACK SYMBOL ON A BLUE BACKGROUND SYMBÔLE BLANC OU NOIR SUR FOND BLEU	
TYRE MARKING / CHECKING MARQUAGE / VERIFICATION DES PNEUS			One sign for all tyre operations Un panneau pour toutes les opérations liées aux pneus
REFUEL ZONE ZONE DE RAVITAILLEMENT			One sign for all refuel operations Un panneau pour toutes les opérations liées aux ravitaillements
SERVICE ZONES ZONES DE SERVICE			One sign for service operations Un panneau pour toutes les opérations liées aux assistances
MEDIA ZONES ZONES MEDIAS			One sign for media zones Un panneau pour les zones réservées aux médias
RADIO POINT POINT RADIO	 ← 100 m → WARNING SIGN AVERTISSEUR		Radio point Point radio
MEDICAL VEHICLE POINT VEHICULE MEDICAL	 ← 100 m → WARNING SIGN AVERTISSEUR		Medical Vehicle point Véhicule médical

402 SPECIAL STAGE CONTROLS:

- The start of a Special Stage (SSS) is indicated by means of a closed flag on a red background.
- The warning of the special stage Finishing line (FF) is preceded by a chequered flag on a yellow background approximately 100m before the flying finish.
- The finishing line (Flying Finish / FF), where a competitor's passing time will be recorded and relayed to the Stop Control, is indicated by a chequered flag on a red background.
 - The Stop control is indicated by a "STOP" sign on a red background and is placed at a safe distance after the Flying Finish. This distance shall be determined by the Route Director / Clerk of the Course taking in consideration the anticipated speed of the competing cars. The Stop control point should be at least 100m before any major intersection and in a straight line and not on a bend.
 - The crew must report to the Stop control 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 penalty being applied by the Clerk of the Course.
 - The times recorded at the Stop control of each special stage will be expressed in hours, minutes and seconds, (1/10 second where applicable).

403 CHECK-IN PROCEDURE:

- i) Once inside the control zone, crews may not drive excessively slow or stop without due reason.
- ii) The check in procedure starts when the competitor passes the yellow board.
- iii) The crew must stop at the red Time Control Board to have their TC Time recorded.
- iv) In case of a delay of the start of a special Stage causing the control zone to be congested, the crew may not overtake any car ahead of them, the Co-Driver will be obliged to approach the Time Control Marshal on foot to hand in their timecard for time recording. It is the responsibility of the crew to proceed to the marshal, the marshal may not leave his/her post.
- v) The check-in time corresponds to the exact moment at which one of the crew members hands the timecard to the marshal. (Refer SSR 401.i)
- vi) 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. (Refer SSR 401.i)
- vii) The target check-in time is the time obtained by adding the allotted time to complete the road section to the start time for this section, these times being expressed to the full minute.
- viii) 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. (Refer SSR 404.iv)
- ix) A crew who checked in early will still be required to start at their designated interval between cars.
- x) 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 Target check-in time on the timecard (Nominated time by crew). Lateness still applies at these controls.
- xi) 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.

404 LATENESS:

Any lateness exceeding 15 minutes of any individual target time (15mins per control) -
OR

An accumulative lateness exceeding 30 minutes at the end of each section or of a leg –
Will result in the competitor concerned being considered to have retired at that control and the total penalty accrued for late arrival (as per below examples) shall be that for 30 minutes lateness.

In calculating accumulative lateness time, the actual time of late arrival and not the penalty time (10 seconds per minute) applies.

- i) 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.
- ii) Exclusion for exceeding the maximum permitted lateness may only be announced at the end of a section or at the end of a Round.
- iii) **The exclusion time may be increased at any point by the Stewards upon the proposal by the Clerk of the Course. The crews concerned shall be informed of this decision as soon as possible.**
- iv) Example of On-Time:
A crew that is supposed to check in at control at 18h58min, shall be considered on time if the check-in procedure takes place between 18h58min '00' seconds, and 18h58min '59' seconds.
- v) Example of Penalty:

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.

vi) Penalties for early arrival at time control shall not be taken into consideration when calculating a lateness exceeding the maximum permitted which will result in exclusion.

vii) Early arrival shall under no circumstances permit crews to reduce the lateness resulting ultimately in exclusion.

Detailed Lateness Example:

- Road Section A: Start 12h00 - Allotted time 60min
- Target check-in time 13h00; Actual check-in time 13h10;
- Penalty for late arrival (10 mins) = 10 x 10 seconds = 100 seconds
- 1 min. 40 seconds added to Rally Total
- Lateness counting toward exclusion = 10 mins.

- Road Section B: Start 13h20 - Allotted time 90mins
- Target check-in time 14h50; Actual check-in time 14h30;
- Penalty for early arrival (20 mins) = 20 mins added to Rally Total.
- Lateness counting towards exclusion - 0 mins.

- Road Section C: Start 15h00 - Allotted time 120mins
- Target check-in time 17h00; Actual check-in time 17h10;
- Penalty for late arrival (10 mins) = 10 x 10 seconds = 100 seconds
- 1 min. 40 seconds added to Rally Total
- Lateness counting towards exclusion = 10 mins.

- TOTAL ACCUMULATED LATENESS (ROAD SECTIONS A + B + C)
- Total lateness counting towards exclusion: 10 + 0 + 10 = 20 mins.

- TOTAL PENALTIES COUNTING TOWARDS RALLY 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

405 REGROUPING CONTROLS: Regroup areas are subject to Parc Fermé rules.

i) 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 area, the engines may be started by means of an external battery. This battery must not then be taken on-board the car.

ii) The purpose of these regroupings is to enable the schedule to be followed on one hand, and on the other will be to reduce the intervals, which may occur between crews as a result of late arrivals and/or retirements, thus to regroup the cars still in the rally. The starting time from the regrouping control and not its duration must be taken into account. The stopping time may vary from crew to crew.

iii) 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 organisers may give them a new timecard either at the entrance or at the exit of the Parc Fermé.

iv) 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.

Detailed Regroup Example:

- 120 cars at the start of the rally;
- Target time for arrival at the regrouping control 08h01;
- First regrouping after 4 hours;
- Target Restart time from the regrouping control: 12h01.

- a. Target time for the arrival of Car No. 1 at the regrouping control – 08h01;
Target time for the arrival of Car No. 120 at the regrouping control – 10h00.
- b. Actual arrival time of Car No. 1 at the regrouping control – 08h45;

Actual arrival time of Car No. 120 at the regrouping control – 11h50;
(60 cars have retired during this part of the rally).

- c. Restart time of Car No. 1 – 12h01;
Restart time of Car No. 120 – 13h00; (@1 min intervals)
The respective length of stopping time shall be:
- 3hr 16min for Car No. 1;
- 1hr 10min for Car No.120.

406 PARC FERMÉ :

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. This is 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.

Refer to GCR 252

- i) Any infringement of the Parc Fermé regulations shall result in exclusion.
- ii) The supplementary regulations shall specify the place(s) where the Parc Fermé(s) will be set up.
- iii) 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.
- iv) There shall be a time control at the entry and exit of the Parc Fermé.
- v) The Parc Fermé shall be reserved for competing cars only.
- vi) The organiser's shall appoint officials whose task it shall be to ensure that the Parc Fermé rules are complied with.
- vii) Only the designated crew and / or remaining competitors and / or officials may push the car (in or out) of the control area. (refer SSR 400.viii)
- viii) Crews may enter the start Parc Fermé only within 10 minutes before their published start time.
- ix) **The cars shall be subject to Parc Fermé rules in the following instances:**
From the moment the cars enter until they exit one of the following:
 - a. A starting area - unless specified as a Holding Area in the Supplementary Regulations.
 - b. A regroup area.
 - c. End of a leg area.
 - d. Control Area (This includes a vehicle / crew that has clocked in and the vehicle is still outside the control)
 - e. 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.

407 THE FOLLOWING RULES WILL APPLY IN PARC FERME:

- i) 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 team members will be allowed to re-enter. No person, except officials of the rally carrying out specific functions, are allowed in the Parc Fermé.
- ii) 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.
- iii) Unless provided for in the supplementary regulations of the event, no operation, checking, tuning, repairs or refueling is allowed in the Parc Fermé.
- iv) 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.
- v) 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.
- vi) Inside a Parc Fermé, the engines may be started by means of an external battery. This battery must not then be taken on-board the car.

408 REPAIRS IN PARC FERME:

- i) 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.
- ii) The Clerk of the Course may request that the car be repaired with the possibility of outside help inside Parc Ferme.
 - a. 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.
 - b. If this time is exceeded, the competitor shall be excluded.

- c. The crew will be given a new start time after the repair, which incurs a penalty.
- iii) By way of exception to SSR 408.i), 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.
- iv) By way of exception to SSR 408.i), 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.
 - c. It is permissible to repair the body shell to fit the new windscreen, however any damage to the safety cage will result in exclusion.
- v) 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.

409 PRE-START / RESTART:

Before the Start and possibly the Restart, the organiser's may assemble all the competing cars in a starting area, according to the rally program published in the Supplementary Regulations.

409.1 Holding area. Where an organiser has specified a Pre-Start Holding area;

- i) Parc Fermé conditions do not apply to a Pre-Start Holding area.
- ii) Team Representatives may bring the competing vehicles into Pre-Start holding areas.
- iii) All Cars should be inside the Holding Area a minimum of 30 minutes prior to the start of the event.
- iv) 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.
- v) The competing vehicle may be worked on, by permission of the Clerk of the Course, using external tools and components not kept in the vehicle, as long as the work does NOT alter the vehicle homologation or legibility as per Scrutineering conditions. Should the Holding area not be sufficient, the Clerk of the Course may appoint an area for the work to be carried out.
- vi) Environmental mats must be placed under the engine/gearbox of each rally cars parked in Holding Area. Non-compliance will be reported to the Stewards for action.

409.2 Parc Fermé. Where an organiser has specified a Pre-Start Parc Fermé;

- i) Parc Fermé conditions apply.
- ii) Team Representatives may bring the competing vehicles into Pre-Start Parc Fermé.
- iii) All Cars should be inside the Parc Fermé a minimum of 30 minutes prior to the start of the event.
- iv) Should a vehicle enter the Parc Fermé after the specified closing time, a time/ monetary penalty will be imposed at the discretion of the Clerk of Course.
- v) The competing vehicle may be NOT be worked on.
- vi) Environmental mats must be placed under the engine/gearbox of each rally cars parked in the Pre-Start Parc Fermé. Non-compliance will be reported to the Stewards for action.

409.3 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.

409.4 Competitors must report to the Start Official, with all the formalities completed, at their due start time.

Part 5 – SPECIAL STAGE RALLY REGULATIONS (SSR 500 - 521)

500 DEFINITIONS AND EXPLANATIONS:

500.1 Round: One Day rally without an overnight stop

Day: Each part of the rally separated by an overnight stop.

Event: Rally with single or multiple Rounds or Days

500.2 Section:

i. A Section will be a part of the route as indicated in the Time and Distance Schedule (Itinerary) which will consist of an Open Section(s) and may also include Special Stage(s).

ii. A section will thus be defined as parts of a rally between:

a) *the Start and the first Service Park exit;*

b) *two successive Service Park exits;*

c) *the last Service Park exit and the finish of the rally (Parc Ferme).*

500.3 Liaison Section:

The route between two consecutive time controls is called a liaison section. These are non-competitive sections, where competitors must abide by the rules and regulations of the road.

500.4 Itinerary:

The Itinerary will be a summary of the event schedule, which will include time and place of official pre – and post event activities and a detailed schedule of the rally route with times and distances of liaison sections, special stages etc . The Itinerary must be available to competitors at least one week before the start of the rally.

500.5 Neutralization:

The time during which the crews are stopped by the rally organiser's for whatever reason

500.6 Special Stage:

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

ii) For the Time and the Distance purposes, the measured distance of a Special Stage will be measured from the Start Control until the Flying Finish.

iii) 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. The penalty for non-compliance is exclusion.

iv) Exceptions are allowed while 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.

v) 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.

vi) A competitor shall be excluded if he/she 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 organiser's. 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.

500.7 A Super Special Stage:

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 organiser's. However, the organiser's must detail the procedure in the supplementary regulations

501 TIMECARD:

- i) At the start of the rally, each crew is given a Timecard. The Crew is solely responsible for its timecard.
- ii) The same Timecards issued to the crew at documentation must be presented at every control and handed in at the end of the rally or Retirement.
- iii) Timecards are intended for the signatures and entry of times by the appropriate control official / marshal at the different control points on the route. Any alteration / manipulation made to an entry on a timecard will result in exclusion unless authenticated by an appointed control official. See Part 4 – Controls
- iv) Only Allotted times reflected on the timecard may be amended by the competitor according to a numbered bulletin. Allotted times for any section may be amended by bulletin which will have the effect of amending the Road Book, the timecard and the Time and Distance Schedule.
- v) The crew alone is responsible for submitting the timecard at the different controls and for the accuracy of the entries.
- vi) The Allotted time allowed to cover the distance between two consecutive time controls shall appear. Allotted times given in the timecards will have precedence over those given in the Road Book and Time and Distance Schedule.
- vii) A section on the timecard for the competitor to calculate target times shall be provided.
- viii) The back page of each book of Timecards will contain an incident report form that must be completed and handed in with the Timecards (Unless an online Incident report form link has been sent). Save in a case of force majeure, any crew failing to comply, will be liable to a fine of R1000-00 (one thousand rand).
- ix) 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.
- x) 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.
- xi) Crews are obliged to have their passage checked at all points mentioned on their timecard and in the correct order. Failure to do so will result in exclusion.
- xii) 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.
- xiii) The times recorded on the Timecard by the appropriate marshal will be expressed in hours, minutes,
- xiv) Except at End Stage (Stop) Controls where the time will be expressed as hours, minutes, seconds, (1/10) second (where applicable).

502 ROAD BOOK:

- i) Competitors will have access to a downloadable Road Book containing a detailed description of the route which has to be followed. Failure to follow the prescribed route may lead to exclusion. The Road Book takes precedence over ALL route marking and other navigational aids including safety / route notes.
- ii) All senior officials must have access to a copy of the event Road Book.
- iii) The service guide and maps of the rally must be available 3 days before the start of the rally.
- iv) Whenever a route passes through a section marked in the Road Book with the words "NO SMOKING", competitors may not smoke or light matches, lighters, etc. Any competitor found to have infringed this rule shall be excluded from the event and reported to MSA for disciplinary action.

503 RALLY ROUTE:

A rally consists of a predetermined route as laid out in the Road Book. Crews must keep to the route set out in the Road Book, without leaving the designated road, or designated service area / park unless the Clerk of the Course decides that there is cause *force majeure*. The route shall include (but not be limited to) several special stages, as well as liaison sections. The Road book and the Itinerary shall correspond.

Adjustments to the route can only be done by the Clerk of the Course during the event by means of numbered bulletins. Any other deviations to the prescribed route will be dealt with by the Clerk of the Course.

503.1 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.

503.2 *Testing or practice* is 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, 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.

503.3 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 organiser's 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.

503.4 **Deviation** from the route occurs where the car leaves the obvious confines of the roadway with all four wheels and 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.

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.

- 503.5** 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 503.4** 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. Third party video evidence as well as tracking data may be included for investigation.
- 503.6** Should a transgression regarding deviation from the prescribed route, as well as damage to property, such as but not limited to fences and gates, be discovered after the 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. Third party video evidence as well as tracking data may be included for investigation.
- 503.7** If proved guilty, The Clerk of the Course of the rally may impose a time penalty (**refer SSR 503.4**) 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. In addition, **SSR 503.9** will also apply.
- 503.8** Competitors will be advised of any investigation of possible deviation / shortcutting / damage to property as soon as possible. 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 Part 7 - PROTESTS.
- 503.9** 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. **Refer SSR 509.2.**
- 503.10** Where a gate is created by positioning arrows on either side of the designated route, competitors shall be obliged to pass through the gate.
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. 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.
- 503.11** At points along the route, where it may be possible to gain an advantage by taking shortcuts, the organiser's 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 Road Book.
- 504 RECONNAISSANCE:**
- 504.1** The NRC will allow a One Pass reconnaissance of the route, if the organiser's supply a set of safety notes. a Two Pass reconnaissance is mandatory on events where the organiser does not supply Safety Notes.
- 504.2** More than one crew entered for the event may share a vehicle during reconnaissance, with the permission of the Clerk of the Course
Only bona fide competitors may partake in the reconnaissance, no passengers allowed.
- 504.3** 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.
- 504.4** 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.
- 504.5** The maximum speed limit of 60 km/h is imposed on all special stages during reconnaissance, although the organiser is free to specify a lower speed in the regulations. A system of monitoring the speed, route conformity and position of reconnaissance cars during a reconnaissance of special stages by means of GPS tracking devices may be used together with conventional speed monitoring devices.

- 504.6** 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.
- 504.7** 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.
- 504.8** 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.
- 504.9** 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;
- 504.10** Reconnaissance Vehicles :
- The use of a rally car or purpose-built reconnaissance vehicle with specialist rally components is prohibited.
 - Save and except for;
 - The crew may use a headset type intercom system
 - On board navigation equipment may be fitted.
 - The final decision whether a vehicle is suitable for reconnaissance will rest with the Technical Delegate and the Clerk of Course

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.

505 SEEDING:

The starting order (Refer SSR 506) will be based on Seeding.

To determine the seeding of a crew/car combination, the following process will be used as a guide using historical data from the most recent events competed.

- Each stage time completed will be divided by the stage winning time irrespective of who the stage winner is. This value will be an **'individual stage seeding'**

Example:

Stage Winning time	10:15.0
Stage Competitor A	10:58.1

$$10:58.1 / 10:15.0 = \mathbf{1.070}$$

- All the 'individual stage seedings' will be added, and the average calculated for the event will be the **"Event Seeding"**.

Example: $1.07 + 1.09 + 1.06 + 1.05 + 1.07 = \mathbf{1.068}$

- Exceptions to the rule**, if the competitor has an individual stage seeding that is much higher/lower than normal (example 1.25 vs average of 1.07). This individual stage seeding will be discarded in the calculation of the "Event Seeding" - To be determined at the discretion of the controllers. A three percent (3%) variance will be the guide to discard anomalies.

Example: $1.07 + 1.09 + 1.06 + 1.05 + \mathbf{1.25} + 1.07 = \mathbf{1.068}$ **(1.25 will be discarded for the calculation)**

Note: the 3% rule will discard data if less than 1.04, OR more than 1.10 in this example.

- Exceptions to the rule**, A minimum of 2 stages will be used to determine an Event Seeding.
- Exceptions to the rule**, Should a competitor not complete any stages for the event that is representative of his speed, he will not be given any seeding for the event.

Example A: competitor B finishes the first two stages, with a mechanical (or other) problem and then retires. The Event Seeding will be *SLOWER* than is overall seeding and outside of the 3% rule, thus the Event Seeding be discarded in total.

Example B: competitor B finishes NO stages, the Event Seeding be discarded in total.

- 6) **Exceptions to the rule**, if it is a gravel event predominantly - Tarmac stages or shopping mall type gymkhana stage's individual stage seedings will be discarded in the calculation of the "Event Seeding".
- 7) To accurately gauge a competitor's "Overall Seeding". The last event completed will be added to the driver's previous event completed, and the average value calculated.
Example:
Event 1, Event Seeding = **1.151**
Event 2, Event Seeding = **1.068**
- 8) The sum of 1.151 + 1.068 is 2.22, this value to be divided by 2 to calculate the competitor's latest Overall Seeding. ($2.22 / 2 = 1.11$)
Thus the Driver's latest Overall Seeding will be **1.1095**
- 9) In the case of when a new Car and/or Driver combination enters an event, it is up to the Clerk of the Course discretion where to start such an individual/pairing.
- 10) The New driver/car combo will start fresh with a *NEW* Overall Seeding and the previous Overall Seeding with a previous car will be discontinued until the Driver/car combo is reunited at a later period.
- 11) A Maximum period for Overall Seeding records will be 3 years. After 3 years if no events have been entered, a competitor will start fresh as per above point.

506 START ORDER AND SEQUENCE:

- i) 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.
- ii) During events comprising of two rounds, the starting order for the first round will be determined by the latest NRC Seeding List.
- iii) The starting order for the second round of a two round event will be determined according to the final classification of the previous round. 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.
- iv) For any new driver / car combination, the CoC may decide on grounds of safety in what position to start the crew. The onus will be on the crew to notify the Clerk of the Course of the new combination.
- v) Any obvious anomaly caused by this regulation will be ruled on by the Clerk of the Course.
- vi) On one-day events, organisers may allow for a mid-event regroup of at least the top 7 cars on performance.

507 START TIME INTERVALS:

- i) At the start of the rally and of each section, the organisers will schedule the start of the competitors at intervals of at least one minute.
- ii) This interval must remain the same for all crews unless the Clerk of the Course decides to vary this time for safety reasons.
- iii) An additional time interval may be imposed based on Safety grounds between competitors by the Clerk of the Course. This must be done so in writing.

508 STARTS OF SPECIAL STAGES:

- 508.1** 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 timecard (hour and minute). The marshal will hand the timecard back to the crew.
- 508.2** 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 to SSS time.
- 508.3** 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. See **SSR 401.iii**
- 508.4** The times recorded in the memory of the Rally-time clock will be used to determine if a jump / false start has occurred or to resolve other timing discrepancies.
- 508.5** 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 timecard 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.
1) 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.
- 508.6** 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.
- 508.7** 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.
- 508.8. 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.

509 ACCIDENTS AND INCIDENTS:

- 509.1** Competitors shall report to the organiser's 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.
- 509.2** 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 penalized in accordance with the Supplementary Regulations.

510 INTERRUPTION OF A SPECIAL STAGE

When a special stage is interrupted or stopped for any reason, each crew affected will be allocated by the Clerk of the Course a time which is judged the fairest. A corresponding notification will be published by the Clerk of the Course. However, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure.
They will be given the time which they may have set if this is greater than the scratch time awarded to the other crews.

511 DELETION OR CANCELLATION OF STAGES COMPLETED.

- 511.1** The Clerk of the Course may delete / cancel 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.
- 511.2** 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 7 - Appeals**.
- 511.3** Any action taken cannot be reversed by an appeal court merely because the court may have considered taking different actions under the circumstances.

511.4 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.

512 COMPENSATION FOR COMPETITORS / CREWS RENDERING ASSISTANCE:

512.1 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.

512.2 Depending on the circumstances for the stage involved, the Clerk of the Course may decide the appropriate way for compensation:

i. The Competitors / Crews 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.

ii. 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.

512.3 Any additional lateness proven to have been incurred shall be treated as dead time.

513 IMPOSSIBLE TIMES

513.1 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.

513.2 If this is not possible, the Stewards will decide.

514 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.

515 OVERTAKING:

i. 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.

ii. 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.

iii. 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.

516 SEAT TIME RALLY:

The following will apply on all National events, for other events it will be as per SR's;
SEAT TIME RALLY IS APPLICABLE TO THE WHOLE EVENT:

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

i) The crew has not been excluded from the event by means of penalty.

ii) The crew has not withdrawn and still have their timecards.

iii) The competitor shall obtain permission in writing from the Clerk of the Course.

iv) 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.

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

vi) 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

516.2 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 and access instructions from 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 and will be deemed as outside assistance, for which the penalty is exclusion.

516.3 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.

516.4 Seat Time Rally competitors will be timed but no points will count towards the championship. The competitors will be classified as DNF.

517 RESULTS AND CEREMONIES:

517.1 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:

- i) Unofficial classification distributed by rally control during a day;
- ii) Partial unofficial classification published at the end of a day;
- iii) Partial official classification published at the end of a day;
- iv) Provisional final classification published by rally control at the end of the rally;
- v) 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.

517.2 Ceremonial Podium and Prize Giving :

A ceremonial podium presentation may be held for media and publicity purposes, on the time specified in the Rally Program. 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.

518 SERVICING TIME:

1) A Minimum service time of 45 minutes is recommended for all service parks where possible, except for a tyre specific service (10 minutes);

2) Minimum service time of 10 minutes is recommended immediately after an Overnight Park Fermé.

519 SERVICING - REFUELLING – REPAIRS:

519.1 Unrestricted Servicing is only allowed in the service park.

519.2 Outside the Service park, only the members of the crew and bona fide 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.

519.3 Outside assistance:

i) Service vehicles or any other vehicles accompanying a competing vehicle on a Special Stage, or Open Section will result in **Exclusion**. Especially if the vehicle is providing parts or services for the competing crew / car.

ii) **Allowed** outside assistance: spectators or members of the public may help the crew / vehicle that has suffered a roll over, or overshoot, or to move the vehicle from a dangerous position after an accident, or to clear the stage for following competitors.

iii) **Allowed** outside assistance: For a competing vehicle outside of a service park, spectators or members of the public or team members may provide *verbal instructions only* to the crew to repair the vehicle by means of parts or tools carried in the competing vehicle.

519.4 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, or Parc Ferme

519.5 Passing food, drink, and information verbally, by two- way radio, telephone or written to competitors is permitted without any penalty.

519.6 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.

519.7 Service parks will be indicated in the Road Book and Time and Distance schedule with a time control at the entrance and exit, the speed of cars in the service park may not exceed 30 km/h. Only service vehicles, and Official vehicles clearly identified by means of "Service" or "Official" 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.

- 519.8** 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.
- 519.9** A gas braai or similar for the purpose of cooking food will be allowed on condition that the necessary precautions are observed. A minimum distance of 5m from any fuel or oil source must be kept.
- 520 REMOTE SERVICE ZONES (RSZ):**
Remote service zones must be fully demarcated with a control point, and taped off and allow only the competing cars into the demarcated area. The service crews will be stationed adjacent to the demarcated area.
- 520.1 EQUIPMENT AND TOOLS**
Allow for the changing of Tyres, or components supplied from a service vehicle and using equipment as follows;
- 520.2** Only team authorized personnel, Rally Officials, and media with the appropriate passes will be allowed inside.
- 520.3** 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.
- 520.4** 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.
- 520.5** 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).
- 520.6** 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.
- 520.7** Any equipment or parts from the car may be left in the RSZ and removed after the departure of the car.
- 520.8** Re-fueling from containers carried in the service vehicle is permitted in an RSZ in the event that the event does not provide dedicated refueling zones. Empty containers must be removed
- 520.9** 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.
- 520.10** One vehicle pass per competing car will be issued by the organiser for the transport of team personnel and eligible equipment and tools to the RSZ.
- 520.11** The intention to use a remote service zone must be stated in the events SR's or by Event Bulletin.
- 520.12** Environmental Mats/Groundsheets MUST be used at all times when servicing vehicles, or within Parc Ferme's etc.
- 521 REMOTE REFUEL ZONES:**
Where remote refuel zones are established in terms of the supplementary regulations:
- 521.1** The start and end of the refueling zone must be established by a control point, with time controls, and stipulated refuel time.
- 521.2** The only work permitted will be the replenishment of fuel, from containers carried in the service vehicle.
- 521.3** The replenishment of driver drink containers shall not be considered as work on a car.
- 521.4** Additionally, where the SR's of the event permit, 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 the service vehicle.
- 521.5** A Marshall must be present at the refueling point.
- 521.6** Environmental Mats/Groundsheets MUST be used at all times when servicing vehicles, or within Parc Ferme's etc.
- 521.7** 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.

Part 6 – SAFETY AND EQUIPMENT (SSR 600)

600 SAFETY AND EQUIPMENT:

Individual Competitors are responsible for ensuring their own safety during Competition. See GCR 239

600.1 USE OF EQUIPMENT

During 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. During public roads the belts may have some slack but must always be fastened when the vehicle is in motion except in service park /area or entering service areas after a waiting period.

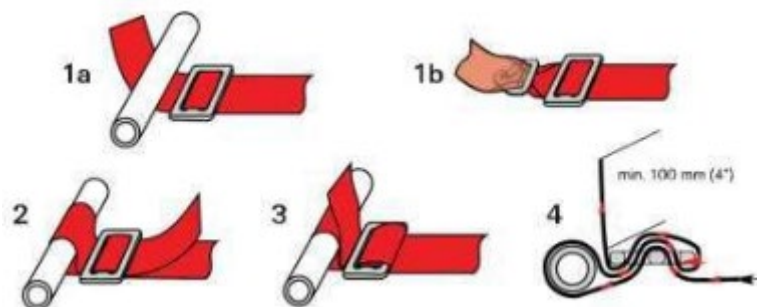
600.2 COMPETITION SEATS:

- i) All homologated cars competing must be equipped with the FIA approved seats complying with FIA Standard 8855-1999, 8855-2021 or 8862-2009.
- ii) For all other classes in rallies, it is highly recommended that cars be fitted with FIA approved competition seats. A Minimum of SANS or other international Safety Standards approved competition seats must be fitted.
- iii) Seat anchorage points and supports must comply fully with FIA Appendix J Art 253 Art 16. It is highly recommended that cars be fitted with a minimum 10.9 grade bolts for anchorage.
- iv) All of the above must be in a condition acceptable to the Technical Delegate and / or Scrutineer.

600.3 SAFETY HARNESSSES.

Refer GCR 239.D.

- i) A safety harness approved to FIA Standard 8853/2016 (5- or 6-point safety belts) is mandatory in Class NRC 1 and NRC 2.
- ii) For all other classes in rallies, a minimum of a four-belt FIA approved harness (FIA Standard 8854/1998) must be fitted.
- iii) In ALL Special Stage Rallies, 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.
- iv) On Homologated cars, the safety harness installation must conform to the requirements of FIA Appendix J Art 253 Article 6.2 and is highly recommended for all other cars in rallies. 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.
- v) 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.



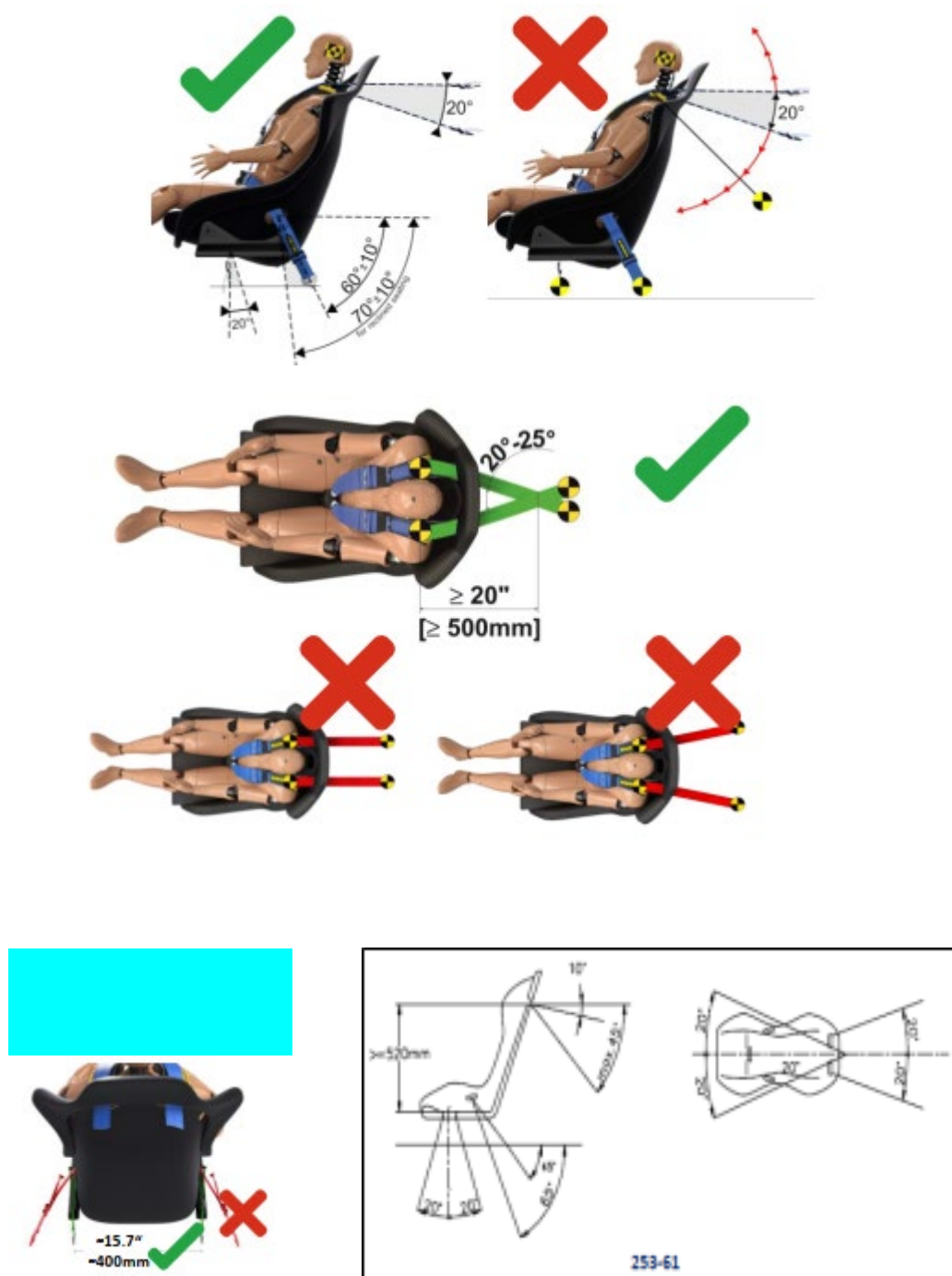
TYPES OF LABELS & EXPIRY CONTINUE

- FIA homologated racing harnesses
- These expire five (5) years after expiry date on label & EACH separate strap assembly is labelled
- As from 2013 a Hologram was inserted on one of the belts.
 - Any set of belts expiring from 2018 onwards MUST have a hologram in place.



MSA TRAINING MATERIAL, TECHNICAL CONSULTANTS & SCRUTINEERS

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600.4 SAFETY HARNESS CUTTING DEVICE:

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.

600.5 HELMETS:

- i) The wearing of a helmet, which is properly fastened, is mandatory from the start to the end of a Special Stage, or any other competitive section. Exception to this rule is when a crew has safely stopped on a stage.
- ii) It is highly recommended for all competitors 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.

600.6 FRONTAL HEAD RESTRAINTS. (FHR):

- i) It is compulsory for all competitors competing in NRC 1, 2 and 3, to wear an FIA 8858-2002 or 8858-2010 approved FHR device, from the start to the end of a Special Stage, or any other competitive section. Exception to this rule is when a crew has safely stopped on a stage.
- ii) For all other classes in rallies, it is highly recommended for all competitors to wear an approved FHR device during all special stages. Exception to this rule is when a crew has safely stopped on a stage.
- iii) 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.

600.7 PROTECTIVE CLOTHING:

Refer to GCR 239.A.

From the start to the end, or any other competitive section, all competitors must wear protective clothing as follows:

- i) 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.
- ii) Race Suits must be worn, ankle to wrist, fully zipped up.
- iii) For FIA approved Race Suits (to FIA Standard 8856-2000), the wearing of FIA approved underwear is optional.
- iv) 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 is defined as long sleeve top and long johns.
- v) 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.

600.8 FIRST AID KITS:

It is compulsory for ALL 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

600.9 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.

600.10 MEDICAL ASSISTANCE BOARDS: All cars must carry one Medical Assistance 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.
- ii) 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) 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 609) must be displayed.
- iv) 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.
- v) It is emphasized that the board is 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.

vi) If competitors 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.

vii) 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.

viii) 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.

ix) 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.

x) Misuse of the medical warning boards will be treated as a serious offence and will be dealt with as such.

xi) Should it not be possible, for whatever reason, to display the OK/SOS board in any of the above situations, this may be replaced by an evident and clearly understandable sign language shown by the crew outside of the car:

- a single raised arm and thumbs up to indicate "OK"

- Crossed arms above the head to indicate "SOS".



xii) Any crew that is able, but fails to comply with the above rules, will be reported by the clerk of the course to the Stewards.

600.11 TOOLS, SPARE WHEELS AND EQUIPMENT STORED IN THE CAR:

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

i) Only the following accessories may be installed in the cockpit:

ii) Spare wheel(s), tools, spare parts, safety equipment, communication equipment, ballast (if permitted), and windscreen washer water container.

iii) 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. ***It is imperative that spares, wheels, tools, jacks, nut runners and wheel braces carried in the cockpit are secured to withstand severe impacts.***

iv) 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.)

v) The following are specific mounting instructions for the above items:

a. Cable ties, springs, rubber straps, Velcro straps, and bungee cords and similar are not permitted.

b. Ratchet, locking, cam buckle, and over-center tie-down straps are permitted.

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

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

e. 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.

600.12 FIRE EXTINGUISHERS:

For **Homologated** cars fire extinguishers as per "A" below are mandatory. "B" may be added in addition.

For **All other cars**, fire extinguishers as per “B” below is the mandatory minimum. “A” may be added in addition.

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 hand-held fire extinguishers must be secured by a minimum of 2 metallic straps with quick-release metal fastenings and the securing system must be able to withstand a deceleration of 25 g. Anti-torpedo tabs are required.

- 1) 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-ammonium-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.
- 2) Alternatively, fire extinguishers that comply with FIA Appendix J Art 253-2022, article 7.3 may be used. For Rallies: 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.
- 3) The following information must be visible on each handheld extinguisher:
 - a) capacity
 - b) type of extinguishant
 - c) weight or volume of the extinguishant.
- 4) Each handheld extinguisher must be equipped with a pressure gauge to check the pressure of the contents. Prior to each event, competitors are advised to remove powder units, and turn upside down to check for a thump inside, i.e. movement of the powder, this is to check that the powder has not compressed.

Part 7 – PROTEST AND APPEALS (SSR 700)

700 PROTESTS AND APPEALS:

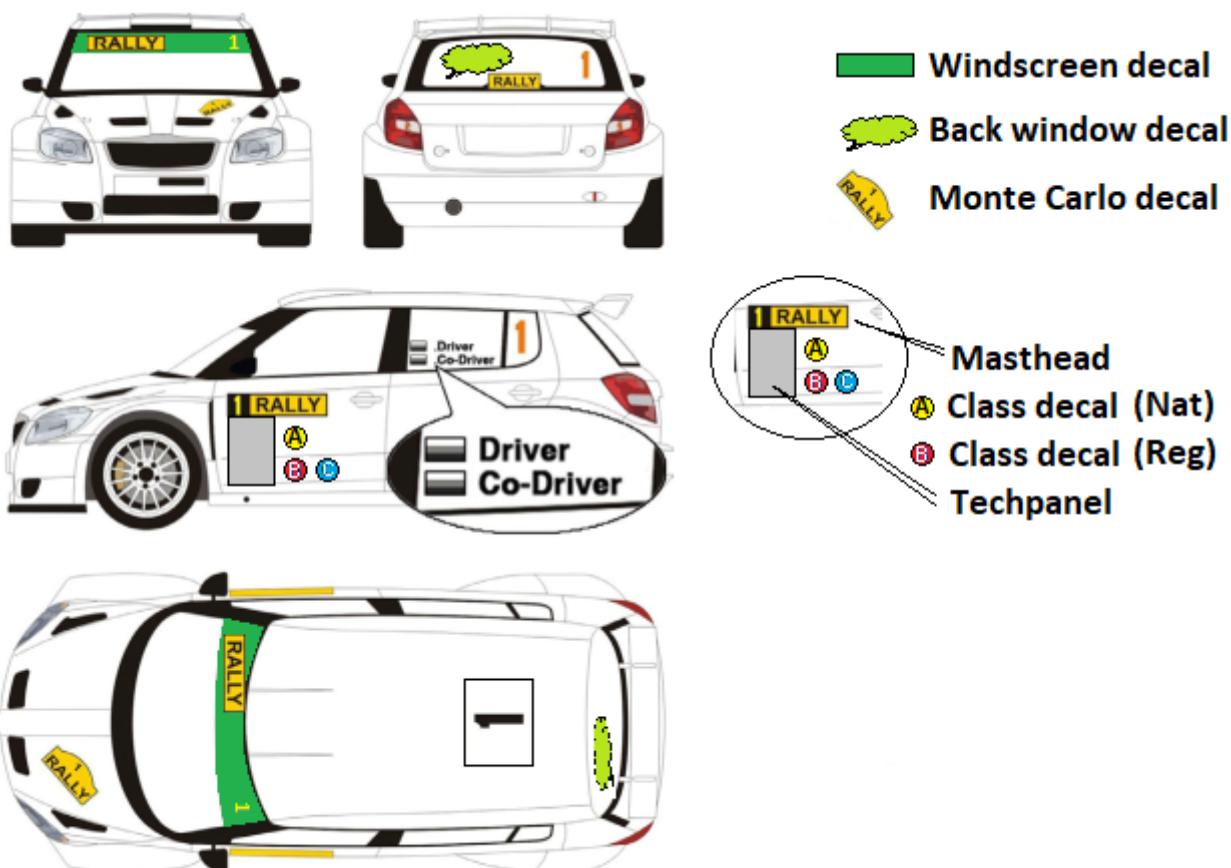
- 700.1** All **protests** shall be lodged in accordance with the stipulations of **Part IX of the GCR**' s.
- 700.2** All protests must be lodged in writing and handed to the Clerk of the Course together with the protest fee which shall not be returned if the protest is judged to be frivolous or vexatious.
- 700.3** 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:
- 700.3.1** For a protest involving a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.)
- 700.3.2** For a protest involving the whole car, 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.
- 700.4** 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.
- 700.5** The supplementary regulations shall contain all necessary information as to the amount of the protest and appeal fees laid down.
- 700.6** 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.

SECTION 2

Part 8 – GENERAL TECHNICAL (SSR 800 - 806)

800 RALLY PLATES AND COMPETITION NUMBERS:

- i) Competition numbers and advertising decals as provided by the organisers must be affixed to the competing vehicles as per diagram.
- ii) 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.
- iii) Failure to comply with any of the above will be a fine per item / transgression as per Part 10 - Penalties. Participation in the current event and Future participation will be denied if not paid.
- iv) Any advertising within this identification is obligatory and may not be refused by the competitors. No modifications to these panels are allowed.



800.1 Crew Names:

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

The names must be:

- i) In white Helvetica.
- ii) In upper case for the initial(s) and the first letter of each name with the remainder in lower case.
- iii) 6cm high (upper case letters) and with a stroke width of 1.0cm.
- iv) 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.
- v) **The driver's name shall be the upper name on both sides of the car (as per FIA RRSR)**

800.2 NUMBERS AND DECALS:

- i) 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.
- ii) 2 x numbers for each rear side window which shall be 25cm high with a stroke width of at least 25mm, colored 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.
- iii) 1x roof panel, 50 cm wide by 52 cm high, to be placed on the roof with the top towards the front of the car. A matt black competition number, 5 cm wide by 28 cm high, will be displayed on a matt white background 50 cm wide by 38 cm high.
The top part of the number will be facing towards the front of the car as per SSR 800
- iv) 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 10cm of the technical panel.
- v) 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. More than one (1) class decal will be allowed, example NR4 and NRC4.
- vi) Class decals have to be the same colour and font as supplied by the NRC.
- vii) 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 2cm, colored fluorescent orange (PMS804) and may be reflective.

800.3 COMPETITION NUMBERS: These must be clearly displayed

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

- 1 – 10 is reserved for the Top 10 finishers in the 2021 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 for the NRC.

Annual Competition numbers for each Region shall be allocated by the Region Committees.

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

800.4 FRONT WINDSCREEN:

- i) An area at the top of the front windscreen is reserved for the NRC 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.
- ii) 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).
- iii) The NRC will provide this Windscreen decal and reserves the right to change this decal at any time. It is compulsory for all National entered competitors to display only this windscreen decal.

Example:

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

- i) it is authorized by the national laws and the MSA regulations;
- ii) it is not likely to give offence;
- iii) it is not political in nature;
- iv) it does not encroach upon the spaces reserved for plates and competition numbers;
- v) it does not interfere with the crew's vision through all windows
- vi) Additional advertising may be placed on the rear window, but may not obscure the crews vision.

801. SCRUTINEERING: BEFORE THE START AND DURING THE RALLY:

- i) 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.
- ii) 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.
- iii) The penalty for arriving late for scrutineering (and/or administrative checks) within the time limits prescribed in the supplementary regulations of the rally, without having obtained permission from the Clerk of the Course, will be a fine of R 1000-00 (one thousand rand).
- iv) 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.
- v) For homologated vehicles up to date homologation documents and Technical Passport must be presented at pre- and post-event scrutineering on request of the scrutineers.
- vi) For non-homologated vehicles the up to date Technical Passport must be presented at pre- and post-event scrutineering on request of the scrutineers.
- vii) The Technical Passport must be in printed paper format. An electronic copy is not acceptable.
- viii) 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.
- ix) 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.

Provision for the sealing of the engine and driveline components must be provided in the case where the

- i) TC's require sealing. The following components may require sealing and should be pre-drilled with 2mm holes through bolt heads and flanges to the satisfaction of the TC's: Engines presented for scrutineering are required to have holes to facilitate the sealing of:
 - a. Engine cam covers,
 - b. Engine oil sump,
 - c. Inlet manifolds and throttle bodies,
 - d. Turbochargers and intercoolers.
- ii) 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.
- iii) Competitors will be required to provide information as required for the technical passport.
- iv) Additional checking, of the crew members safety equipment 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.
- v) Should scrutineering 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.
- vi) 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.
- vii) A register of technical infringements will be kept by the Technical Consultant/Scrutineer

802. SCRUTINEERING AFTER THE RALLY:

- i) 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.
- ii) The absence of any identification mark shall result in exclusion.
- iii) The refusal to present a vehicle for scrutineering will result in exclusion.
- iv) 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 following a protest, or upon the decision of the Clerk of the Course.
- v) End of rally scrutineering will concern at least the following components:
 - a. Suspension,
 - b. Brakes,
 - c. Engine,
 - d. Gearbox,

e. the conformity of the chassis/body shell.

vi) 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.

vii) Any seals affixed at pre-event scrutineering must be in tact during post-event scrutineering, unless permission was received from the MSA Technical Delegate to remove the seal in order to replace a faulty part during the rally.

803. ENGINE SEALING AND INSPECTION:

i) 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.

ii) 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.

804. ECU DATA. (applicable to Homologated Classes)

i) During the running of a national rally, a cars' logged ECU Data must be made available by the car's crew or technical team for down-load to a viewable or printable file on request by the Scrutineers.

ii) The team must have a laptop, with the ECU software loaded, a download cable and USB memory stick available.

iii) It must be possible to verify the version of the ECU software being used.

iv) The purpose of the above is to download/view/print selected portions of the ECU Data.

v) The ECU parameters which will be downloaded, but not limited to, are as follows: engine rpm, rpm limiter, throttle position, gear position, lambda, GPS Speed and ignition timing. For turbocharged cars manifold boost pressure will be required.

805. 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.

806. ENVIRONMENTAL MATS:

Environmental mats are to be kept on-board the competing vehicle at all times (other than when the mat is deployed under the competing vehicle) and this will be compulsory.

The use of environmental mats/ground sheets are compulsory in;

- i) Service Parks (Ground sheets)
- ii) Remote Service Zones (Ground sheets and / or environmental mats)
- iii) Pre-start Parc Ferme
- iv) Pre-start Holding Area
- v) Overnight Parc Ferme
- vi) Post event Parc Ferme

Failure to do so may result in a penalty by the discretion of the Clerk of the Course.

Part 9 – NATIONAL CLASSES (SSR 900 - 912)

900 ELIGIBLE VEHICLES DEFINED:

- i) All competing vehicles must comply with the regulations as set in GCR's and SSR's, based on FIA Appendix J Article 251 Groups N, A are eligible.
- ii) Only vehicles conforming to one of the NRC classes below are eligible for entry and scoring points in the National Rally Championship.

901 ELIGIBLE VEHICLES:

- i) Before commencing with the manufacture of the first rally car of a particular version of a car, the Manufacturer or constructor must request, in writing, agreement in principle of the eligibility of the vehicle from the Chairman of the NRC Steering Committee.
- ii) This must be done by submitting a concept specification and drawing of the proposed vehicle, including the safety cage to the NRC.
- iii) This would include the import of FIA Homologated cars not currently competing in the National Rally Championship.
- iv) 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 the FIA.
- v) If there are 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.
- vi) If there are any entries not conforming to classes NRC1 to NRC 5, special dispensation may be allowed on receipt of a written request specifying the discrepancy between the vehicle and these regulations.
- vii) The NRC Steering Committee reserves the right to apply Balance of Performance in the interests of containing costs and maintaining fair competition. BOP will apply to the vehicle type, or types, and will apply to all vehicles of the same type in the class. It will not be applied to a crew or team.
- viii) Once the BOP parameters have been determined, for a type, or types, they will form part of the Homologation Document for the vehicle type.

902 SAFETY CAGE:

- i) All FIA homologated vehicles competing in NRC Rallies must be fitted with a safety cage that complies fully with the cars Safety Cage Homologation Extension.
Should the vehicle not be FIA homologated, the Safety Cage must comply with the design requirements of GCR239 Article 5. Also refer FIA Appendix J 2016 Article 253.8 Safety Cages, OR FIA Appendix J 2020 Article 253.8 Safety Cages.
350 megapascal Locally produced tubing may be used provided the minimum dimensions and tensile strengths are not less than that laid down by the FIA in Appendix J Article 253.8 paragraphs 8.8.3 and 8.8.4..
- ii) Welding shall be of the highest quality and should be carried along the whole perimeter of the tube.
- iii) Inside the cockpit the passage of the following between the side members of the body shell and the safety cage are forbidden
 - a. Electric cables
 - b. Lines for the fire extinguisher system
 - c. Oil and fuel lines
- iv) Padding on the safety cage to protect the occupants is compulsory.

903 FIA HOMOLOGATIONS (applicable to R4 Kit and R2B Homologated Cars.)

- i) All homologation applications must receive agreement in principle, approved in writing, by the Chairman of the NRC Steering Committee, supported with the relevant documentation.
- ii) 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 committee will provide guidelines to build a car based on the FIA R2B Regulations.
- iii) 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.

904 TECHNICAL PASSPORT:

- i) A completed, and signed by the Technical Delegate, MSA Technical Passport-Rally Car, is required for all competing cars, in all classes, in all National Championship Rallies. The information required for the Technical Passport is to be supplied by the Competitor and verified by the Technical Delegate.
- ii) The original technical passport and all subsequent updates must be retained by the Technical Delegate.
- iii) The completed Technical Passports and latest updates will be published on the NRC website.

- iv) 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.
- v) The Technical Passport is available for download on www.sarally.co.za Under Event Documentation.

905 WINDOWS:

905.1 Windshield:

A standard production homologated safety glass windscreen must be used.

905.2 Side Windows;

For side windows and rear screen standard production homologated glass must be used, unless the regulations allow for their replacement, in which case ONLY 3mm Polycarbonate complying with LEXAN F2000 standard, or equivalent is permitted.

906 DISPENSATION: Applicable to Homologated cars will be processed and approved as follows:

- i) A dispensation is defined as permission to use a part/s alternative to the ones specified in the regulations or Homologation Document.
- ii) Application and approval will apply to a SINGLE event only.
- iii) A dispensation is intended to accommodate an alternative part if the specified, original or homologated part is not available, or out of stock short term. The alternative part should not provide any performance advantage, and the function should be identical to the original part.
- iv) A Dispensation can be granted to accommodate parts for which the VO (Homologation Document change) is in progress and is delayed due to unforeseen circumstances.
- v) Requests for dispensations, must be made to the Technical Delegate on the Request for Dispensation form no later than the Wednesday preceding the Rally.
- vi) The form is available at www.sarally.co.za - Event Documentation.
- vii) Approved dispensations will be posted on the Official Notice Board at the event.

907 TECHNICAL DEVIATIONS:

- i) Should a specific car not be able to comply with a regulation as published for a technical reason, the entrant may apply for a deviation, based on sound technical grounds. The dispensation will be considered by Technical Consultant in consultation with the NRC and if approved, will be published as a for all cars of that make/model.
- ii) The Technical Consultants decision is final.

908 TYRES: The NRC uses a control tyre supplied by an approved manufacturer.

- i) The current approved tyre is the MRF Medium compound tyre, supplied by the official supplier. This is current until the end of the 2023 season
- ii) In order to score points in the NRC, competitors may only use the Tyres supplied by the official supplier.
- iii) The tyre size is free, except in homologated classes where a specific tyre size may be stipulated.
- iv) Tyres that were referred to as 'wet' Tyres are specifically excluded.
- v) The NRC reserves the right to waive any tyre rule in the event of force majeure, relating to the supply or performance of the specified tyre.

908.1 STUDDED TYRES,

Studded and any devices, i.e. chains, which attach to the tyre or wheel rim to improve traction are prohibited.

908.2 MODIFICATION OF TYRES,

No chemical or mechanical treatment or modification of Tyres is allowed, including the use of devices for heating or grooving of Tyres is prohibited.

- 908.3** On a road section that is a public road, no damage may be caused to a tarred road surface due to a damaged tyre or suspension. Any infringements must be reported to the Clerk of the Course, who may exclude the competitor (see also SSR 805);

Example:

- i) driving with a flat tyre that is or has disintegrated;
- ii) driving with a rim only;
- iii) driving with part of the body structure scraping on the public road;
- iv) As per above examples, but not limited to.

908.4 SPARE WHEEL:

- i) It is compulsory for the car to carry **a minimum of** one spare wheel at all times during the course of the event. Cars may carry a maximum of two spare wheels.
- ii) Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next service area. If the Spare tyre was fitted, the flat/damaged wheel must be present in the vehicle upon return to the next service.

- iii) No additional spare wheels may be received or fitted on the car other than those present after service. Penalty for non-compliance will be exclusion.

909 MAXIMUM SPEED:

- i) All vehicles in the NRC will be limited to a maximum speed of 190km/h.
- ii) to be verified by the use of ECU data and/or C Track data.

910 FUEL:

As per MSA GCR 240, 93 and 95 octane commercially available pump fuel may be used.
In addition a control 102 octane unleaded racing fuel will be allowed for the NRC 1 class. The control fuel supplier will be Amtec Fuels and Lubricants, who has an up-to-date test laboratory available.

- i) No additives allowed in either the Amtec 102 octane or the 95 and 93 octane fuels.
- ii) The TC may collect samples from all cars during the event, which will be sent to Amtec for analysis. Any difference between a test sample and the Amtec reference sample will be referred to the Clerk of the Course for action. Penalties may be applied at the next event. A 95 and 93 octane reference fuel sample will be obtained from a commercial fuel pump in the vicinity of the event.
- iii) The purchasing and supply of the control fuel will be communicated in Supplementary Regulations before events. Pay first, collect after. 20 litre drums.
- iv) The NRC reserves the right to expand the controlled fuel usage.

911 NATIONAL RALLY CLASSES:

Only vehicles complying with the requirements of the following classes are eligible for NRC:

911.1 NRC 1, the class is open to the following Four-Wheel Drive Vehicles:

911.1.1 FIA R4 KIT, vehicles that fully comply with in its entirety with FIA Appendix J Art.260E-2020.

911.1.2 AR 1, vehicles that fully comply with:

Document: NRC AR1 21/01/2023 SPECIFIC REGULATIONS FOR AFRICA RALLY 1 (AR1)

and all updates as published in MSA circulars.

The vehicles will be homologated by the NRC Technical Delegates, and vehicles must comply at all times to the specifications in the homologation document. Vehicles may be inspected for technical compliance at any time during an event. Changes to homologated components may only be done after applying to the NRC for an ET(Evolution of the Type) document and receiving approval in writing. Refer art 912.

911.1.3 S2000, Vehicles complying to historic S2000 regulations and homologation documents.

Updates may be made using the Evolution of the Type (ET) approval process. Refer art 912.

911.1.4 NR4, vehicles complying with historic FIA Group N4 regulations, and Evolution of the Type (ET) approval process. (see SSR **912**)

911.1.5 Open 4-Wheel Drive, vehicles complying with the following requirements:

- 1) The basic technical specification of the vehicle must be presented to the MSA Technical Delegate for approval prior to work commencing, and the approval will be recorded in the Technical Passport.
- 2) Once the basic application has been approved, amendments will only be allowed by the Evolution of the Type (ET) process. (see SSR **912**)
- 3) The body type must comply with the definition of a Production Car, or Touring car as per FIA Appendix J Article 251, or an homologated rally car.
- 4) No additional wings or spoilers are allowed unless used on the original model, and will require NRC approval.
- 5) Fiberglass is permitted for non-structural panels, except for passenger doors and roof skin.
- 6) Once the engine has been approved by the Technical Delegate, it may only be changed or modified by means of the Evolution of the Type process.
- 7) Only standard manufacturer H pattern, Sequential, Dogbox, Close ratio gearboxes may be used. Shift assist gearboxes, utilizing Automatic, Hydraulic or Electric Actuators will not be allowed.

- 8) The suspension is free, but the mounting points 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.
- 9) Windows of 4mm Polycarbonate complying with LEXAN F2000 standard, or equivalent is permitted for the side and rear windows.
- 10) Roof vents are optional.

911.2 NRC 2, the class is open to the following Two-Wheel Drive Vehicles:

911.2.1 R2N 1600 NA, the class is will be open to vehicles complying with FIA Appendix J Article 260 R2B as amended by the SA NRC.

- 1) Notwithstanding the requirements of FIA Appendix J Article 260 201-6, the minimum weight in Class R2N at any time on the event shall not be less than **1240 kgs**, including all fluids fuel, 1 spare wheel, and crew with their equipment at any time during the rally. (This is the all up weight of the car.)
- 2) Any ballast required to achieve the above minimum weight must be applied as per FIA Appendix J Article 252 2.2.
- 3) The compression ratio in R2N may not exceed 11:1
- 4) The engine maximum RPM permissible is 8,000 rpm.
- 5) The maximum rpm and ECU data may be checked at any time during the course, or after of the rally by the Technical Delegate or his appointed assistants.

911.2.2 R2N 1000T, FIA Appendix J Article 260-304 permits forced induction engines in Group R. HOWEVER in the South African Rally Championship, forced induction engines in R2N will only be permitted under the following:

- 1) Notwithstanding the requirements of FIA Appendix J Article 260 201-6, the minimum weight in Class R2N at any time on the event shall not be less than **1240 kgs**, including all fluids and fuel, 1 spare wheel, and crew with their equipment at any time during the rally. (This is the all up weight of the car.)
- 2) Any ballast required to achieve the above minimum weight must be applied as per FIA Appendix J Article 252 2.2.
- 3) Maximum engine capacity of 1000c.c.
- 4) The engine has to be in Group N standard specification and will be sealed by MSA Technical Delegate upon inspection.
- 5) An alternative standard production turbocharger will be approved should circumstances require, subject to the MSA Technical Delegate approval. The alternative turbocharger will be sealed.
- 6) The engine power curve will be adjusted to match the tractive effort of a NRC2 normally aspirated engine characteristics. These adjustments will be at the sole discretion of the MSA Technical Delegate regarding equal performance, and not competitor choice, who also has right to adjust the tractive effort curve to equalize performance between events at any time during the season.
- 7) The mapping functions of the ECU must be locked, and only the MSA Technical Delegate will have access to the password.
- 8) The team will be allowed to access the standard data logging functions of the ECU, and will be obliged to provide access to the data logger to the MSA Technical Delegate.
- 9) The gearbox and final drive ratios should be adjusted to equal the normally aspirated NRC2 geared speed.
- 10) The ratios and engine rpm maximum will be recorded in a Homologation Document VO.
- 11) The gearbox must remain as homologated in R2N except for the final drive ratio.
- 12) The maximum manifold boost pressure will be published and enforced.
- 13) Any manufacturer may apply for the use of a 1000 c.c. engine subject to the above.
- 14) The engines maximum rpm limit will be specified in a VO applicable to the individual vehicle. The VW Polo 1.02T maximum is 6,500 rpm.
- 15) The maximum rpm and ECU data may be checked at any time during the course, or after of the rally by the Technical Delegate or his appointed assistants.
- 16) Save and except for the above ALL of the requirements of FIA Appendix J Article 260 R2B, remain applicable in their entirety.

911.3 NRC 3, the class is open to the following Two-Wheel Drive Vehicles:

Polo Vivo Cup Rally Car, a vehicle that fully complies with the regulations in its entirety of the Polo Vivo GT Cup, which will be published and maintained Volkswagen Motorsport SA, and will administered by its appointed Technical Delegate.

911.4 NRC 4, the class is open to the following Two-Wheel Drive Vehicles:

- 1) The basic technical specification of the vehicle must be presented to the MSA Technical Delegate for approval prior to work commencing, and the approval will be recorded in the Technical Passport.
- 2) Once the basic application has been approved, amendments will only be allowed by the Evolution of the Type (ET) process. (see **912.0.**)
- 3) The body type must comply with the definition of a Production Car, or Touring car as per FIA Appendix J Article 251, or an homologated rally car.
- 4) No additional wings or spoilers are allowed unless used on the original model, and will require NRC approval.
- 5) Fiberglass is permitted for non-structural panels, except for passenger doors and roof skin.
- 6) Once the engine has been approved by the Technical Delegate, it may only be changed or modified by means of the Evolution of the Type process.
- 7) Only standard manufacturer H pattern, Sequential, Dogbox, Close ratio gearboxes may be used. Shift assist gearboxes, utilizing Automatic, Hydraulic or Electric Actuators will not be allowed.
- 8) The suspension is free, but the mounting points 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.
- 9) Windows of 4mm Polycarbonate complying with LEXAN F2000 standard, or equivalent is permitted for the side and rear windows.
- 10) Roof vents are optional.

911.5 NRC 5, the class is open to the following Two-Wheel Drive Vehicles:

SA Classic cars. This class aims to encourage the use of older generation rally cars and create a platform whereby newly built-, existing-, and former rally cars and competitors can participate. The class is open to vehicles manufactured prior to 2000, and must comply with the following:

- 1) **Engine,**
 - a) must be mounted in the original compartment and in the same orientation as per the original, (longitudinally or transversely.)
 - b) Engine mountings are free.
 - c) Any engine of the same manufacture as the body shell may be fitted.
 - d) The cylinder head must be of the same manufacturer as the engine. Modifications are free except the number and location of the camshafts may not be changed.
 - e) Exhaust manifolds and exhaust systems are free.
 - f) Induction systems are free, provided that the original period system is retained.
 - g) If the vehicle was originally fitted fuel injection it is allowed, however mechanical fuel injection may not be replaced with electronic fuel injection systems.
 - h) Vehicles that were fitted with fuel injection systems may be retrofitted with carburetor's.
 - i) Multiple throttles may not be used unless they were fitted in period.
 - j) The use of electronic ignition systems is permitted.
- 2) **Cooling system**, is free provided all components are mounted within the bodywork.
- 3) **Brakes**, the following is permitted provided safety is not compromised.
 - a) Dual circuit braking systems.
 - b) The installation or removal of vacuum power boosting.
 - c) Drum brakes may be replaced by disc brakes. The rotors must be manufactured from Ferrous materials.
 - d) Pedal boxes allowing brake bias adjustment.
 - e) Hydraulic handbrake.
 - f) Brake lining material is free.
 - g) Brake lines and hoses are free
- 4) **Gearbox,**
 - a) Only standard manufacturer H pattern, Sequential, Dogbox, Close ratio gearboxes may be used.
 - b) Shift assist gearboxes, utilizing Automatic, Hydraulic or Electric Actuators will not be allowed.
- 5) **Differential / final drive,**
 - a) is free provided that the original type of axle housing shall be retained.
 - b) Limited Slip Differential are free.
 - c) Locking of a differential by welding is specifically permitted.
- 6) **Suspension.**

- a) Live axles may not be changed to independent suspension, nor may independent suspension be replaced by a live axle system.
- b) Rear axle location may incorporate in period modification in the form of trailing links, Panhard Rod and Watts Linkage.
- c) Leaf springs may be changed to coil springs.
- d) Anti roll bars are free.
- e) Suspension bushes are free.
- f) Strut top mounts are free.

7) **Windows:** Windows of 4mm Polycarbonate complying with LEXAN F2000 standard, or equivalent is permitted for the side and rear windows.

8) **Body/Chassis.**

- a) The silhouette of the series production car shall not be altered with the exception of period type boot lid spoiler and wheel arch extensions.
- b) The integrity of the chassis or monocoque shall not be compromised in any way. Replica tubular or space frame construction are not permitted.
- c) Fiberglass / GRP is permitted for non-structural panels, except for passenger doors and roof skin.
- d) Body strengthening/reinforcing is permitted provided the additional material follows the shape of the original part and is in contact with it.
- e) Underbody protection plates are permitted, provided that their sole purpose is for the protection of the underside of the vehicle.
- f) Inner fender liners may be removed.
- g) Fender edges may be rolled back they protrude within the wheel housing.
- h) Roof vents are permitted.
- i) Period body shell modifications to facilitate drive train and exhaust fitment are permitted.

912 **EVOLUTION OF THE TYPE PROCESS:**

- 1) The principle of the ET is for the replacement of obsolete and expensive imported components with cost effective locally available or locally manufactured components.
- 2) The Fit, Form and Function of the replacement component should be identical or as close as possible to the original or existing homologated component.
- 3) The process is not intended as a means of increasing performance.
- 4) An initial request for the issue of an ET for a replacement component must include details of the reason for the change, savings, differences etc. with supporting documents including drawings and photographs.
- 5) The ET Application Form and supporting documentation must be submitted to the MSA Technical Delegate. Allow a minimum of 14 calendar days for approval which will be in writing.
- 6) The ET change to be included in the Homologation Document along with the change to the Technical Passport will be issued.

SECTION 3.

Part 10 – PENALTIES:

Scale of penalties as per GCR 177

The following scale indicates penalties in order of increasing severity that can be adopted by all officials:

- i) Reprimand
- ii) Fine (up to the limits prescribed in Appendix R to these regulations)
- iii) Time Penalty
- iv) Exclusion

A 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.

The following table is to be used as a Guide. Not all Penalties are listed and reference to the specified rules is highly recommended.

SSR	Condition / Transgression	Penalty	Penalty	Penalty
		1st offence	2nd offence	3rd offence
200.1	Committing any breach of the GCR's, SSR's or SR's when no specific penalty(ies) are stipulated.	Exclusion	-	-
205.3	Any incorrect, fraudulent or unsporting action carried out by the crew or their supporting staff / members will be judged by the Clerk of the Course, who may impose a penalty that may go as far as exclusion	Yellow Card Valid for next 4 events entered	Exclusion	-
205.1	Notwithstanding anything contained in this SSR or elsewhere in the regulations 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 in-advertent, 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.	Yellow Card Valid for next 4 events entered	Exclusion	-
101	Not having the correct MSA license	Refusal to Start	-	-
600	Failure to comply with Minimum safety standards	Refusal to Start	-	-
801.iii)	Late arrival without permission at Scrutineering	1-Minute	-	-

SSR	Condition / Transgression	Hearing	Penalty	Penalty	Penalty
		Required	1st offence	2nd offence	3rd offence
801.iii)	Failure to present the competing vehicle for examination / scrutineering before the rally.		Refusal to Start	-	-
802.iii)	Failure to present the competing vehicle for examination / scrutineering at the stipulated time and place after the rally.		Exclusion	-	-
409.3	Any late arrival, ascribable to the crew, at the start of the rally or of a leg, or section. Maximum of 15 mins late. After 15mins will lead to a refusal to start.		10 sec per minute late	Refusal to Start	-
409.4	Reporting to the start official without all formalities duly completed.		Refusal to Start	-	-
600.1	Failure to correctly wear safety gear.		Exclusion	-	-
600.1	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.		Exclusion	-	-
400.x	Taking up a position alongside or ahead of other cars that are stationary in a control.		Exclusion	-	-
401.iv)	If a competitor has more than one time of arrival recorded at a control, only the earlier time will be scored.	No	Adjusted time	-	-
501.xi)	Having failed to obtain, on their timecard, the control official's initials and / or signature as required.		10 sec per incident	-	-
501.iii)	Any alteration/manipulation made to an entry on a timecard will result in exclusion unless authenticated by an appointed control official.		Exclusion	-	-
401.viii	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 being applied by the Clerk of the Course.		5 minutes	-	-
508.3	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.		Exclusion	-	-
508.9	Jump / False Start	No	10 sec	60 sec	180 sec

908.4	Not carrying a spare wheel		1 minute	1 minute	1 minute
SSR	Condition / Transgression	Hearing	Penalty	Penalty	Penalty
		Required	1st offence	2nd offence	3rd offence
402.iii.b)	Not stopping at the Stop Control to have a time Recorded, shall result in a 5-minute penalty being applied by the Clerk of the Course.		5 minutes	-	-
503.4	Deviation of Route / Shortcut		20 sec per incident minimum	-	-
500.6.v)	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.		Exclusion	-	-
515	Failing to afford an opportunity to pass or deliberately preventing passing.		Exclusion	-	-
501.xii)	Failure to hand in Incident Report at end of Rally, or after retirement.		R 1,000		-
509 503.9	Failure to declare to the organizers any incident during the course of the event in writing involving any other person or property and their vehicle.		Exclusion + liable damages	-	-
406	Any infringements of the Parc Fermé regulations.		Exclusion	-	-
400.vii)	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.		Exclusion	-	-
401.ix)	Failure to follow instruction of the marshal in charge of any control.		COC Discretion	-	-
401.xiii	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.		Exclusion	-	-
401.xiii) 400.ix)	Entering ANY control from the wrong direction. It is also prohibited, under the same penalty, to re-enter the control area		Exclusion	-	-

502.iv)	Contravention of the smoking rules in areas designated as "NO SMOKING" in the roadbook.		Exclusion + Disciplinary action	-	-
SSR	Condition / Transgression	Hearing	Penalty	Penalty	Penalty
		Required	1st offence	2nd offence	3rd offence
519.8	Fire extinguisher not available at Service Area / Park. 1 per car.		R 1,000	R 1,000	-
104	Carrying any unauthorized passengers, other than officials and/or stranded competitors.		Exclusion + Disciplinary action	-	-
104	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.		Exclusion + Disciplinary action	-	-
519.3	Being accompanied by a service or other vehicle on any part of a special stage.		Exclusion	Race ban	-
202	Contravening any traffic rule or regulations. Driving dangerously or without due consideration for other road users. Depending on merit of incident, harshest penalty of exclusion may be given as first offence.		Written Warning	5 minutes	10 minutes or Heavier
404	Exceeding any time limit for lateness as specified in the SR's.	No	Time Bar	-	-
404	Any competitor failing to arrive at the finish within the allowed lateness ultimately pertaining to the event, and/or failing to hand in his time-cards upon arrival at the final control, will be considered a non-finisher.	No	Non-Finish	-	-
600.10.viii)	Failing to stop at the scene of an accident where: no medical-aid board is displayed OR where a red cross is displayed.		Exclusion	-	-
500.6.vi)	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.		Exclusion	-	-

509.3	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		As stipulated in SR's	-	-
512	Rendering Bona Fide assistance		Adjusted stage time	-	-
513	Impossible Stage time		Adjusted stage time	-	-

SECTION 4

Part 11 - SAFETY PLAN

The safety plan must be in conformity with the Standing Supplementary Regulations and General Competition Rules

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1 Introduction

One of the greatest challenges for the sport of motor rallying is to ensure the safety of the public.

Unfortunately, most of the watching public do not clearly understand the potential dangers of motorsport and are unable to comprehend the speed of the cars. Therefore, they frequently place themselves in dangerous positions simply through lack of understanding.

It is the responsibility of the organiser's to ensure that spectators are placed within reasonable means in acceptable locations and are clearly made aware of the dangers if a car should get out of control.

The possibility of injury to public, spectators, volunteers, officials or media is not acceptable. Traditionally, our sport has well-established safety plans with many excellent examples; however, they do not all sufficiently consider the special needs of specific spectator area safety in general as the locations always differ, and this booklet is targeted at identifying the special attention that is necessary to ensure that spectators are in an acceptable location.

2 Safety Staff

Every event will have:

Clerk of the Course (CoC);

Responsible for the running of the event and the application of this Safety Plan. The CoC has nominated assistants who are responsible to him for its proper implementation

Safety Officer;

Responsible for general safety and safe running of the event.

Chief Medical Officer;

Acting on command from Clerk of the Course.

Chief Radio Officer;

Responsible for the event communications (Results / Safety critical).

Headquarters (HQ);

Where the event secretary and Chief Radio Officer is based.

Zero Car;

Opening vehicle over the route roughly 30 mins before a stage opens, to close off the road to public, and inspect the route for readiness. Communicating to the CoC via the Chief Radio Officer.

Double Zero Car (Optional);

Opening vehicle over the route roughly 45 mins before a stage opens, to close off the road to public, and inspect the route for readiness. Communicating to the CoC via the Chief Radio Officer.

Sweep Car;

Stage Closing vehicle over the route roughly 10 mins after last car, to close off the road to rally and re-open to public. Communicating to the CoC via the Chief Radio Officer.

Ambulance;

At the start of each stage. Acting on command from Clerk of the Course

Post chief marshal;

At the start of each stage. Acting on command from Chief Medical Officer

Each competitor will receive the contact number for the Clerk of the Course in case of emergency as the first course of action.

Medical and Emergency Contacts will also be supplied as means of backup.

The local hospitals have been notified of the Rally and will be on standby. Paramedics on scene will phone the casualty directly and notify them of any patients.

3 Special Stage Safety Pre-cautions

An ambulance with paramedics and a roaming Rapid Response Vehicle will be present at the start of the stage for the entire duration of the active stage.

Should there be a midpoint medic, he/she will be in radio contact with Rally Headquarters.

All starts of stages are in radio contact with Rally Headquarters.

Cell phone contact is also available at the start and ends of every stage.

Clerk of the Course, Deputy Clerk of the Course, Car 0, Car 00, Chief Marshal and Sweep Car vehicles will be carrying radio marshals who are in contact with Rally Headquarters. All official vehicles bear a panel marked "Official" or the officials' designation on its front door.

A fire response vehicle will be strategically placed in the vicinity of the rally.

The marshals at the start and finish of each stage will have fire extinguishers.

The competing vehicles will be fitted with Fire Extinguishers and medical kits and act as first responders at an accident.

Access roads will be kept clear to ensure that medical assistance can easily reach the viewing point should the need arise.

Crowd Safety Marshals:

A dedicated team through the Chief Marshal will be deployed to all indicated Spectator area throughout the event, ensuring that spectators are kept clear and in safe distance.

4 Special Stage Accident Procedures

Whilst nobody likes to believe that there will be an accident which will involve spectators or competitors, it is prudent to plan for such an eventuality.

4.1 Classification of Emergencies

Any accident will be reported directly to the CoC.

It is vital to have as much information as possible to ensure correct decision taken.

The severity of the accident will prompt the CoC to make the following decision;

The Clerk of the Course will have radio contact (or via cellphone) and will dispatch the medical staff.

CLASS 1

No additional assistance is required – on site resources are capable of dealing with the emergency.

Minor 1: Competitor only. Crew OK. No Need to dispatch event Medics. Rally continues

Minor 2: Competitor / Public. No Need to dispatch event Medics. Rally continues

Major 1: Competitor only. Crew NOK. Stage stops. Dispatch event Medics.

Major 2: Competitor / Public. Crew / Public NOK. Stage stops. Dispatch event Medics.

Major 3: Fire. Stage stops. Event Medics and Fire truck dispatched.

CLASS 2

Additional resources are required from local EMS – the onsite resources are exhausted in dealing with the incident. A Class 2 is the escalation of Major 1,2 and 3.

CLASS 3

Additional resources are required from local authority EMS – the onsite and local EMS crews are insufficient to deal with the incident. A Class 3 is the escalation of a Class 2.

Rescue vehicles always drive in the direction of the rally.

The continuation of the event and in which order / manner will be the onus of the CoC.

Rally Headquarters will work together with the National Call centers. All operational vehicles will be controlled and dispatched from National Call centers for Class 3 incidents.

A full contact list of all medical staff will be available in RALLY HEADQUARTERS as a back-up.

4.2 Notification of a Medical Emergency Procedure

In the event of a medical emergency, it will be reported to Rally Headquarters / C.O.C directly through the listed communication channels i.e. via radio, cell phone, by a member of the public, marshal etc. The location and priority of the call will be given to the Clerk of the Course. The Rally Headquarters will immediately assess the positioning of the medical teams and will dispatch the closest team accordingly.

4.3 Medical Response

The “on-site” Medic based at the start of the Rally stage, will be dispatched to the scene and the patient will be treated immediately, on scene. The medic will determine the severity of the patient and report back to RALLY HEADQUARTERS. The patient will be moved to the mobile medical unit in the service park and depending on his/her condition either be discharged or transported to the nearest most appropriate hospital. P1 (critically injured) patient/s will be transported by dedicated event ambulance or by air and P2, P3 patients by road.

The medic will liaise directly with the receiving hospitals.

All minor injuries will be managed on scene or transported to a hospital, but this will be left to the discretion of the treating medical staff. All critical / priority 1 patients will be transported by the dedicated or closest operational Ambulance or Helicopter. Either an Operational Private Ambulance or a Provincial Ambulance will transport priority 2 and 3 patients. (To keep all dedicated resources on-site)

4.4 Mass Casualty Incidents

In the event of a Mass Casualty Incident the Senior Paramedic, C.M.O. or Medical Co-Ordinator (MC) will move to the RALLY HEADQUARTERS and will work closely with the other Role Players and the National Control Centre's. All local Authorities will be contacted, including Disaster Management, Mpumalanga Fire Department and both Private and Provincial Ambulance services.

Aero medical ambulances will be called in to fly critical patients (see aero medical services for LZ and GPS co-ordinates).

No emergency care providers will give information to the press or public. All press releases will be done through RALLY HEADQUARTERS regarding emergencies and patients.

Responsibilities

The most senior provincial representative will take charge and facilitate as an incident commander. This person will make all decisions regarding transportation, receiving hospitals etc. He/ She will be in direct contact with the Triage officer. The most senior qualified medical representative on scene will facilitate as the Triage officer.

Triage area & rendezvous points

The other “on-site” Paramedics will create a “Staging Area” or “Triage Area.” This area will conform to International Disaster management requirements, with enough access and egress points (normally a parking lot). The Operational vehicles will then be dispatched and controlled through the National Call Centers. (082 911, 084 124 & 10177) All injured patients will be moved to the “Triage area” to receive treatment and be transported to hospital. This will be determined by the severity of their injuries.

Helicopter Landing Sites and Emergency Exit Route from stages

Wherever they exist, emergency exit routes have been identified and are detailed here to ensure medical and other emergency vehicles use the fastest route into and out of the stages. These notes can be used in conjunction with the road books.

5 Responsibilities

5.1 Clerk of the Course (CoC)

He is responsible for the safe running of the event, for taking all necessary decisions and measures and for the deployment of competent staff to assist him in drawing up and implementing the safety plan. If the case arises he is responsible for applying the safety plan as practically as possible.

He is responsible for informing the Stewards of the Meeting of all urgent matters and, in co-operation with the Chief Medical Officer and Chief Safety Officer, for having all relevant information regarding emergency matters go public only through the Press Office.

He is responsible for the appointment of the Start and Stop marshals for each stage. He is responsible to prepare the plan showing the meeting points and locations of ambulances, fire and rescue teams, radio point marshals and safety marshals.

Before the start of the event, the CoC makes sure that all personnel have a copy of the safety plan, that all personnel are properly trained, and that all responsibilities assigned to them are clear.

Through the Chief Marshal and Post Chiefs, checks the correct position of all safety vehicles and staff on the day of the event.

5.2 Chief Safety Officer

The Chief Safety Officer and the Chief Medical Officer will work closely with the Clerk of the Course.

5.3 Chief Medical Officer

Responsible for the early recruitment of all doctors and paramedic teams who will be supporting the event.

Responsible for the medical part of the Safety Plan, or for the Medical Safety Plan, as is the Clerk of the Course.

Expected to review and have sufficient knowledge of the layout and format of the event or to go into all the special stages ahead of the rally with the Deputy Clerk of Course or the Clerk of the Course to establish the right position for the start and intermediate points and to make sure that all the medical and safety facilities will be correctly positioned in accordance with the regulations.

Assigns medics to their specific duties, informs them of the safety plan and introduces them to the Post Chiefs of the special stage they have been assigned to. On the day of the event he ensures that all medical personnel have met with the Post Chiefs at the specific meeting points and have been positioned at the pre- arranged locations.

The Chief medical officer maintains constant communication with Rally Head Quarters as well as the Clerk of the Course.

Advises the Clerk of the Course of the seriousness of any reported incident or injury.

Visit hospitals and medical centers to inform medical staff to be on alert during the event.

5.4 Chief Marshal and Special Stage Post Chiefs

It is their duty to have full knowledge of the Special Stages assigned to them, at the earliest possible time before the event.

Draw up a list of the special stage necessities in accordance with the special requirements of each special stage, and therefore ask the organiser's for the necessary personnel and materials to support him/her at the event.

Together with the Clerk of the Course or his representative, they will assign the marshals that will co-operate with him/her in case the safety plan needs to be followed.

Specify the position and implements the posting of warning signs within the special stages that he is responsible for and assigns the distribution of information for spectators and locals, in the area of his responsibility during the event.

Request detailed maps of the special stages assigned and, together with the stage safety officer, to implement the safety plan on the map, by ensuring that all safety teams are positioned according to the prepared plan.

They are fully aware of the safety plan and have listed all equipment at their disposal during the event.

During the event, the Post Chief is to be found at the start of the special stage. They record the passage of each rally car and inform all radio point marshals and the Stop marshal through the safety radio channel.

5.5 Radio Safety Marshals

Radio marshal points will be at the start of each stage. Optional additionally at the end of the stages too. During the stage a sign bearing the radio point symbol is displayed at the location of each radio point. Where possible, additional Radio Marshals may be deployed mid stages.

Each radio point will be identified in the road book and by a radio marshal sign 70 cm in diameter, with the radio point symbol, a black spark on a blue background. Any ambulance within a stage will be located at a radio point.

In case of incidents concerning spectator safety and control, the marshals will co- operate with medical services, by reporting to Rally Headquarters any incidents or accidents.

They check communication with the stage commander of the special stage and Rally Headquarters.

They inform the Headquarters about the number of spectators, and the CoC will decide if more support personnel are needed.

5.6 Crowd Control Safety Marshals

A dedicated team through the Chief Marshal will be deployed to all indicated Spectator areas throughout the event, ensuring that spectators are kept clear and in safe distance.

During the running of the stage, they stay at their designated points and ensure the general public do not enter the No-Go zones identified.

They check that there are no cars parked next to the road in a special stage and if there are, they remove them before the stage starts. This will be communicated to the CoC.

They are trained properly and know exactly what their duties are.

They are equipped with whistles in order to keep spectators away from prohibited areas and inform them of the passing of rally cars. The personnel wear identifying tabards.

In a polite manner they inform spectators that the special stage will be run only if they follow their instructions to stand in the recommended areas

Criteria for "Spectator Areas" & "NO GO Areas"

During preparations for the stage special danger spots are identified for rally cars, such as a tree on a fast bend, a big drop, damaged Armco barriers, electric (telegraph) poles, narrow bridge, etc.

These dangerous spots are taped off and identified in the road books for crews.

All road closures are double taped and safety officers positioned if deemed necessary. In reviewing a special stage those parts of the stage which signify above-normal danger risks are identified.

These would be such locations as:

Immediately over a brow or jump

On sharp corners

At a road intersection

At a double change of direction ("S" bend)

Medium fast bend after very fast section.

Experienced teams including rally drivers are used to go through the stages in advance, identifying the danger spots.

Once such dangerous spots are identified, a means to reduce the risk is determined for each spot.

This includes:

Providing run-off areas

Identifying the high ground where spectators can stand safely

Identifying the areas where it is dangerous for spectators to stand

Consideration of the needs of the accredited media.

Having reviewed the whole of the stage and identified the sections which require attention and spectator safety, it is necessary to grade these points on a 1-3 scale with 1 being general safety requirements up to 3 being acute with special attention to safety.

All of the above are related to the number of spectators attending. In many situations the positions described above will generally not be accessible to spectators and as a consequence no special attention will be required.

All marshals must be in position with areas demarcated prior to the arrival of spectators. By being early they are able to place the spectators where they want them. Previous experience is used to know the popular viewing points and be in position ahead of the crowd.

6 Duties of Organiser's Safety Cars

One of the biggest problems in setting up a stage prior to its running is ensuring that you are set up well ahead of the arrival of the spectators. There is no point in setting up this stage after the spectators have arrived, as it will be difficult to get them to move into the correct position.

When moving through the stage, ensure that all sections are set up in accordance with the safety plan. Remember that this plan has been prepared after careful consideration and it should not be easily dispensed with. At the time of viewing the stage it is probable that many spectators will have arrived, and this will give you the opportunity to review it and ensure that the plan that you have put in place is satisfactory.

Remember, a car that is out of control can travel a long distance. Ensure that spectators are kept well back at dangerous points. Obviously, the high ground is the place to be.

The Safety cars drive through the special stages before the rally cars, in order to check the readiness and safety of special stages, controls, and the correct positioning of spectators. The 00 and 0 cars report the moment they start and finish each Stage. The 00 and 0 car drivers will use time cards in order to ensure full familiarity by all timekeepers.

Road Closing Car "00" → Optional for Algoa Rally Club events

The 00 car, driven by an experienced driver, will run each special stage following a planned timetable between 30 and 50 minutes before the first car is due, according to the length and particulars of each special stage, further checking spectator safety and guiding spectators to safe viewing places.

It is equipped with a loudspeaker, flashing roof lights and sirens, radio marshal and a mobile telephone.

They check the emergency roads, so that in case of an accident the ambulance will not be blocked by spectators' cars

6.1 Road Closing Car "0"

The 0 car, driven by an experienced rally crew, run each special stage following a scheduled timetable between 30 and 10 minutes before the first car is due to start, according to the length and particulars of each special stage.

Final check of the stage and final warning that the special stage is about to start. It is equipped with a radio marshal and a mobile telephone.

The 0 car is not competing in the Rally, but is the last safety car before the first car to arrive. It must not be driven at the maximum capability of the car and the driver.

They check the emergency roads, so that in case of an accident the ambulance will not be blocked by spectators' cars.

6.2 Sweep Car

Sweep car runs all special stages after the last competing car, checking any immobilized car within the stage. They report to the Clerk of the Course at Rally Headquarters regarding the situation and condition of each situation they come across.

Necessary actions should be taken over by Rally Headquarters. Sweep car collect all lists from controls and radio point marshals.

Sweep car must collect incident reports and time cards from any crew retiring from the event.

No stage controls should close unless informed by the sweeping vehicle that it has completed the stage. The authorization to close is given by the Clerk of the Course.

7 Media

The journalists/photographers are issued with official tabards and passes which authorise them to move outside the areas which have been set aside for the special stage. This of course is to enable them to obtain clear action photographs; however, at no time can the photographers place themselves in a position which is a danger to them or to the competitors.

No special viewing position is necessary for journalists.

If the Senior Marshal considers that the photographer is in a dangerous location, then he must ask the photographer to move to a safe location. Be firm and calm and do not enter into a situation of confrontation.

Ensure that the photographer is clearly identifiable to the public so that they realize why and on what authority he is standing in an area where they are not allowed to go.

8 Safety Plan Roadbook (SPR)

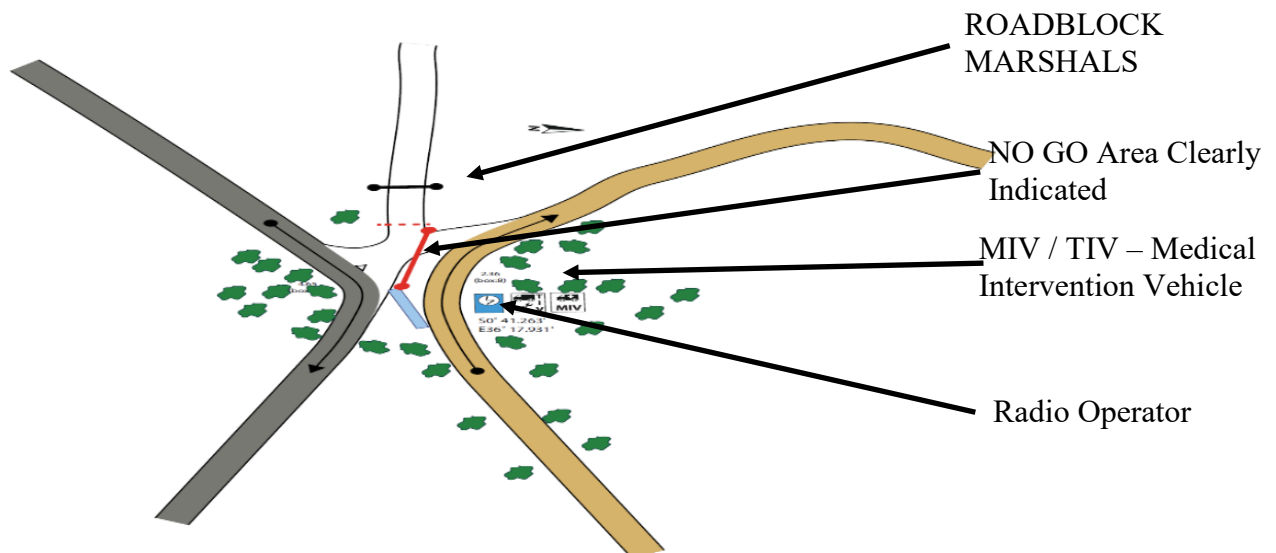
The Safety Plan roadbook is an exact extract of the different unique stages of the event, but with more details added pertaining to safety.

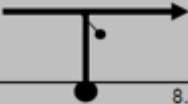
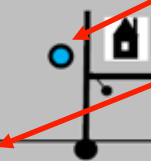

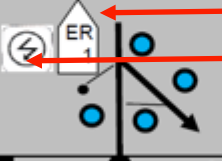

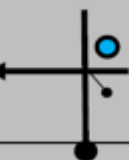

The main function of the Safety Roadbook is to illustrate the exact location of where resources, Officials, Escape Routes and Alternate routes on every stage can be found. Having the SPR as part of the event Safety Plan, enables ALL OFFICIALS to know exactly where they are required to perform their duties from.

In order to confirm compliance to the Safety Plan, the Safety Convoy (00, 0 and Sweep) MUST navigate the stages on the Safety Plan that contains the SPR.

Spectator Areas along the stages are to be clearly Illustrated, indicating exactly where marshals, Communication Officials and any resources will be found.

Indicate the Placements / positions of the Marshals with a ● Dot.



From - TC 6/8/10 Pond		Distance in KMS		Leg	2	Page
To - 6A/8A/10A Regroup/Tech Zone IN		19.94		Section	3.4.5	5
SS 6/8/10 Pond - East (18.72 kms)		Average KPH 39.88		Target Time 0:30:00		
Distance		Direction		Route Information		Distance
Total	Inter	Tulip Arrows		Info		To Go
Single User Licence granted to Manveer Bird 13-07-12 © Copyright - Don Barrow - 2008 - www.donbarrow.co.uk						
10.52	00.30		8.20			9.42
		24				
11.70	01.18		7.02	ROAD BLOCK & 1 MARSHAL		8.24
		25				
11.90	00.20		6.82			8.04
		26				
12.00	00.10		6.72	 RADIO POINT ER 1 4 POLICE & 4 MARSHALS		7.94
		27		SPECTATOR ZONE		
12.30	00.30		6.42	ROAD BLOCK & 1 MARSHAL		7.64
		28				
15.05	02.75					4.89
		29				
0.10		ORYX ENERGIES RALLY OF TANZANIA 2021				
		AUTOMOBILE ASSOCIATION OF TANZANIA				
		www.donbarrow.co.uk V4-C - Pro-Tulip Editor				

Marshal location Indicated in box 25

Description clearly informing you of

Escape Route Numbered and Indicated

Radio Point Indicated

Resources placed in stages as well as Escape Routes to be

Marshal location Indicated in box 25

Description clearly informing you of

Escape Route Numbered and Indicated

Radio Point Indicated

Resources placed in stages as well as Escape Routes to be

Clearly indicate in the roadbook section where the escape routes are located. GPS reference points to be included.

Detailed Maps of the overall event and stages to be included. A Stage Control sheet containing the Post Chief and marshals names and contact numbers to be included.

Mid Point resource locations to be clearly indicated in the Safety Plan Roadbook.

2022 NTT TOYOTA DELMAS RALLY

STAGE CONTROL SHEET

[illegible]