



2024

WC Regional Standing Supplementary Regulations

Rally S5 Championship



Version 1

20 February 2024

Ref: 163225/144

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Western Cape Regional Rally S5 Championship Regulations submitted to the Controllers for approval. The Controllers, Western Cape Regional Motorsport Committee reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

AMENDMENT RECORD

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

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PART 1

THE CHAMPIONSHIP

All qualifying events shall be held under the 2024 General Competition Rules (GCR's) and National Rally Standing Supplementary Regulations (SSR's) of Motorsport SA (MSA), these WC Regional Rally S5 Class Championship Regulations, the event Supplementary Regulations (SR's) issued by the promoters/organisers and any applicable Circulars issued by MSA.

1. CONTROLLERS

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

2. AIM OF THE CHAMPIONSHIP

To declare a Western Cape Regional Rally Class S5 Driver and Co – Driver / Navigator Champions.

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

- 3.1 The Western Cape Regional Rally S5 Rally Championship shall be open to all rally drivers and co-drivers / navigators who are holders of a valid 2024 Regional or National MSA Competition Licence for Rally.
- 3.2 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/s throughout the event.
- 3.3 Only entries from those domiciled in the Western Cape area under the jurisdiction of MSA WC Regional Motorsport Committee and who are paid up members of Western Cape Rally Clubs, (CCPMC, CPMC and WPMC) affiliated to MSA will be eligible to score in the S5 Regional Championship.
- 3.4 Medical information must be supplied on the prescribed document by both crew members to the organisers / event secretary by latest at event sign on.
- 3.5 All crews entering will be listed in the final results and are eligible for trophies on the day but those not complying with 3.1 and 3.3 above will not be eligible to score points in the Western Cape Regional Rally S5 Championship.
- 3.6 Competitors are only eligible to score points from the time that they become members of good standing of an affiliated Western Cape Rally Club, which list is to be made available the night before an event. One day licences to be produced on the day of the event to the event secretary.
- 3.7 The drivers must not be less than 17 years of age and must;
 - a) Hold a valid current provincial driver's licence, or;
 - b) Be in possession of a valid current learner's licence, in which case the co-driver / navigator must be in possession of a valid and current provincial driver's licence;
 - c) A copy of both the driver and co-drivers' identity document and drivers' licence must be submitted to the organisers as this is required if a competitor needs to be admitted to a hospital during an event.
 - d) Licences will be issued in terms of GCR 127.
 - e) During a Special Stage, only the nominated driver may be in control of a vehicle.
- 3.8 A crew members' eligibility will be determined individually, and the ineligibility of one crewmember will not render the other ineligible.
- 3.9 No drivers or co-drivers / navigators holding one event licences will score class points in the Championship unless they meet the eligibility criteria.

4. CHAMPIONSHIP EVENTS

- 4.1 There will be six (6) events with five (5) events counting towards the 2024 Western Cape Regional Rally S5 Championship (one or more of the events may be classified as a national event).
- 4.2 If more than five (5) events are held then the competitors best five (5) will count toward the S5 Regional Championship. Exclusions must be retained in the six (6) scoring events i.e., they cannot be dropped.
- 4.3 If less than five (5) events are held the S5 Regional Championship may be declared null and void.

- 4.4 Where a Regional Rally is combined with a National Rally in the region, eligible drivers and co-drivers / navigators who enter the national event will need to enter the S5 Regional Championship as well in order to be scored for the Regional S5 Championship. This MUST be done prior to the start of the event, failing which the competitor will only be scored in the event that they entered in.

5. MINIMUM NUMBER OF STARTERS

- 5.1 The minimum total number of starters overall per event will be twelve (12) eligible starters for an event to be run. This minimum number will include all classes, i.e. S5 Regional class and the club status classes.
- 5.2 A minimum of six (6) starters in the S5 class (per event) is required for S5 to be declared a qualifying regional championship event.

6. RALLY DISTANCE

- 6.1 The total Special Stage distance should be 90 km plus / minus 20 km.
When the Western Cape S5 Regional Championship forms part of a National Championship event in the Western Cape Region, the full rally distance may be applicable to the S5 Regional Championship competitors.
- 6.2 Any exception to these distances will only be considered on application to the Controllers.

7. CLASSES

- 7.1 Classification:

Class S5: For ALL two FWD/RWD or four-wheel drive, rotary, supercharged and/ or turbocharged vehicles with a capacity not exceeding 3500cc. Sequential gearbox is permitted. Paddle shifts are NOT permitted.

No off-road vehicles will be allowed to enter.

An **off-road vehicle (ORV)**, **overland vehicle**, or **adventure vehicle**, is considered to be any type of vehicle which is capable of driving off tarred or gravel surfaces, such as trails and forest roads have rough and low traction surfaces. These vehicles are generally characterized by having large tyres with deep, open treads, a flexible suspension. LDV's and Pipe Cars fit into this category.

- 7.2 Class Decals

ALL vehicles MUST have the correct S5 class decals as listed below.

WC Class decals are as follows:

All class S5 decals to be 18 cm round with a white 25mm stroke width and correct background.

Should your vehicle front doors be of the same colour then the decal must be edged with a 10mm white edge

S5 Light Purple pantone 258c

Roof decals are not required for WC Regional events.

- 7.3 Medical Kits and Environmental Mats:

All vehicles will, at all times carry an MSA approved medical kit for driver and co-driver/navigator and environmental mat for use during refueling and servicing.

8. COMPETITION NUMBERS

- 8.1 All competition numbers must comply with MSA regulations relating to size and colour. Failure to conform will result in a "non-start" or exclusion.
- 8.2 The Western Cape Rally Clubs and their Exco Committee, on behalf of the Controllers, shall issue all competition numbers. (Only once any NEW vehicles have passed a full scrutineering examination.)
- 8.3 Competition numbers are allocated to the DRIVER of the vehicle. On changing a vehicle, the number remains with the DRIVER.

- 8.4 Competition numbers will be recorded & maintained by the Western Cape Rally Clubs and their Exco committee on behalf of the Controllers.

9. CHAMPIONSHIP POINT SCORING

9.1 Championship Points

A minimum of 6 starters (S5) is required to score maximum points. Points in a class awarded as follows:

1 st	-	15 points
2 nd	-	14 points
3 rd	-	13 points
4 th	-	12 points
5 th	-	11 points

Thereafter decreasing by one point to 0 points

1 point will be awarded to a starter... (defined as a team whose vehicle is able to move out of Holding Area under own power)

Any competitor/s from a club class may move to the Regional S5 class so long as it is declared to the organisers in writing - and must make sure to get a signed receipt of approval before the start list is published i.e., 35 mins minimum before the start of the event. The onus rests with the competing crew to get a signature before and it will NOT be automatically changed after the start list has been posted.

NOTE: - Should a competitor choose to move to S5 that will be permanent for the 2024 year and may not move back to a club class with the same vehicle. Points scored in a club class may NOT be carried into the S5 Championship.

However, in order for the Western Cape Regional S5 Rally Championships to be declared, the Championship must still meet the minimum criteria in terms of number of events run with the minimum number of eligible starters per event, being 5 events and 6 starters per event.

- 9.2 Points scored as a Driver will not count towards the Co-Drivers /Navigators Championship and vice versa.
- 9.3 Ineligible crew members shall be ignored as starters and finishers for S5 placing for the purpose of allocating championship points.
- 9.4 Western Cape Regional S5 Rally Championship competitors will be awarded points on their overall S5 positions, ignoring positions achieved by ineligible competitors.
- 9.5 A national competitor residing in the Western Cape, who wishes to score in the Western Cape Regional S5 Rally Championship must be an eligible competitor in terms of paragraph 3.

10. SEPARATION OF TIES

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

11. DECLARATION OF CHAMPIONS

The Controllers, at its sole discretion is responsible for declaring the winners of the Regional S5 Championships, or to withhold such declaration.

12. WESTERN CAPE REGIONAL SEAT TIME SSR516 (Super Rally)

12.1 A crew and their entered car will be allowed to re-enter a Western Cape Regional S5 Rally Championship Event provided;

- 12.1.1 They notify the Clerk of the Course by phone or rally radio network of their intention to re- enter the rally, and in writing to the Clerk of the Course before restarting.

- 12.1.2 They return to the service park and present their vehicle to the Scrutineer for safety inspection.
 - 12.1.3 They hand their intention to re-enter in writing to the Scrutineer at the time of presenting their vehicle. The Scrutineer will sign for receipt of the intention on receipt page of the time card.
 - 12.1.4 At the sole discretion of the Clerk of Course, should he deem it unnecessary, the competitor may forgo the vehicle inspection and return to the Service Area. In this case, the written intention of the crew should be handed in at the start of the next stage.
 - 13.1.5. The crew may start the next available stage as instructed by the Clerk of Course and the starting position will be at his discretion.
- 12.2 For ease of identification the times achieved by Seat Time Rally entries will be displayed in ITALICS and highlighted in yellow on the results sheet in the stage time block. Incomplete stages will be left blank.
- 12.3 Seat Time Rally competitors who complete the last stage will NOT be allocated point/s.

13. RECONNAISSANCE

Eligible competitors may be used to provide Route Notes for Western Cape S5 Rally Championship Events by traversing the route and from the Road Book supplied by the organizing club. Should any competitor not be happy with this ruling they should submit a letter to the Controllers at least fourteen (14) days before the first event of the season detailing their objection and submit a workable alternative to guarantee all events may have Route Notes.

14. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each event will be available from the Controllers fourteen (14) days after the event and any objections concerning the scoring must be received by the Controllers in writing not later than seven (7) days following the publication of the scoring. The Controllers reserves the right to correct clerical errors at any time.

15. 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 made.

16. 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.

IT IS ALSO STRONGLY RECOMMENDED THAT ALL OFFICIALS POST CHIEFS REMAIN AT THE END OF THE EVENT UNTIL RESULTS BECOME FINAL!

PART 2

MINIMUM STANDARDS: WESTERN CAPE SPECIAL STAGE RALLY CHAMPIONSHIPS

1. Permission to deviate from these minimum standards must be obtained from the MSA Western Cape Rally controllers before an event. A copy of the guidelines for the MSA National Rally Championship is available and it is recommended for all organisers to follow it.
2. Organisational ability is a pre-requisite for granting championship status to an event.
3. All events must be special stage events.
4. All makes of cars must be allowed to enter and participate. Refer also Part 1 paragraph 7.
5. Regulations for an event must be available in the approved form at least four weeks before an event is due to take place. This timeline may not always be possible for the first event of the year due to various dependencies.
6. Entries: In terms of GCR 104, the closing date of entries must not be less than the Friday before the date of the event.
7. No practicing may be allowed on any event and the Clerks of Course must keep the route secret as far as possible, except where the terms of the MSA National Rally SSR 503.2 are applied by the Clerk of the Course.
8. The Road Book must be made available to each competitor for every event, for downloading and printing on the Friday a week before the event, as well as Itinerary, Maps, Service Guide and Rally Program
9. Service and Rally Programs should also be available for spectators and for members of the Media, whose publicity efforts on behalf of the Organisers and Sponsors warrants every encouragement.
10. A crew must hand in the completed and signed scrutineering forms after scrutineering as they enter the holding area.
11. The Road Book and Time Card - Refer to MSA National Rally SSR's 501 and 502
Road books must-read from top to bottom on special stages. Pace notes will be allowed. In all cases, the road book will take precedence.
 - 11.1 Intermediate distances must be given between all instructions on special stages, including notes if available for use on event.
 - 11.2 All dangerous locations on the route must be given a due warning in the route schedule and Clerks of Course must take the high speeds of rally cars into account by accentuating such warnings if necessary. For example: "Extreme Caution - Dangerous Jump" should be used in place of "Caution - Jump". Also, danger or warning triangles or arrows pointing down must be placed at such points on the route, but it must be stated what the caution is for, as the mere word "Caution" on its own is meaningless. "Caution - Jump" or "Caution - Ditch" are examples of what is required.
 - 11.3 Should there be a series of cautions within a short distance, it must be stated in the route schedule as follows: "Jumps and Dips for next 500 meters".
 - 11.4 Organisers must ensure that at least 2 minutes' dead time is included at the start of every stage, for the first car only.
12. Route:
 - 12.1 **The WC rally clubs and their Exco committee Exco or the Controllers may appoint a person to do the final route check.**
Official observers may be appointed by MSA to observe the conduct of each event and the organizing club will be responsible for their fuel and day money.
 - 12.2 Arrows must be used on special stages and placed at all instructions in the road book. Turn-offs must be arrowed as well as all places where there is a possibility that a wrong route may result in collisions or accidents where competitors meet the route again. In the case where competitors could meet back on the route, double "Barrier Tape", 50 metres apart, must be used. **Two red or orange arrows must** be placed to form a gate at the instruction and a **green or yellow arrow 100 meters** before the instruction, ALWAYS ON THE RIGHT. All other roads must be blocked off where a wrong route or public entering may result in collisions or accidents.

- 12.3 The distance between the flying finish and stop control **will not be less than 200 meters, but 300 meters is advisable** and any obstacles or change in direction between the two controls must be noted in the route schedule. NO CHANGE OF DIRECTION is permitted AFTER flying finish boards.
- 12.4 A Start Stage TC must not be less than 100meters from the access road to allow competitors to stop off the main access road – NO road shoulder parking is permitted.
- 12.5 When a special stage ends towards a major road, the stop control must be no less than **100 meters** before the major road and the Clerk of the Course / Route Director must keep in mind the high speeds of the rally cars. The flying finish boards (both sides of road) for the end of a special stage must be placed 300 meters in advance of the stop control. The results could be disastrous if a competitor was to overshoot onto a major road. Shortening a stage by 100 meters will not make any difference to the competitive nature of a stage or to the effective length of the stage or rally, and attention must be given to the high speeds attained by rally cars. Safety must always be the first priority.
- 12.6 If the route doubles back on the same road (i.e., hairpin bend round drum or bollard) or cars approach an intersection from opposite directions, the next car may not start the stage until the first car has completed the stage. The use of temporary barriers or fencing which cars can drive through will be regarded as the same road.
- 12.7 It is not recommended to run long and short laps or loops within a stage.
- 12.8 Parc Fermé must apply to all events.
13. A penalty of ten seconds shall be added to a competitor's overall score for each minute's lateness taken on an event. This penalty will be over and above the accumulation of lateness leading up to the exclusion limit specified in the SR's for an event. Organisers are instructed to ensure that sufficient service time is built into open sections. Average speed to be 10Kph under the road speed **limits for the section being traversed**.
14. Emergency Plan: Every marshal point must be issued with written instructions telling them what to do if an accident occurs on their stage. Instructions will vary from stage to stage depending on factors such as weather and if the start and finish points are in close proximity. Radios can be used to help relay urgent information to Safety officer / Clerk of Course and medical team. Names and phone numbers for medical assistance must be published. A basic outline of the Medical and Safety Plan with the relevant phone numbers must be included in the front of the Road Book.
15. All events must have a Sweep Car that follows the entire route as close as possible after the last car. No Towing allowed of broken-down vehicles as these delays stages and document being received for scoring. A separate de-arrowing (clean up) vehicle should be used.
16. In the case of a delay in mid-field of the rally, the first car must be stopped at the earliest convenience, **i.e., the next stage and the field bunched up**. It is recommended that any time gaps should be closed up at Service Area Exit – OUT TC.
17. Full results must be sent as soon as possible after the event to:
MSA Regional Office and the Western Cape Rally Executive who will be responsible for updating the seeding lists for ALL Western Cape Championship Rallies. These are necessary to determine the starting order of competitors on each rally. The Western Cape Rally Executive, on behalf of the Controllers will update the championship points after each event.
18. **Car Zero**
Organisers must specify exactly what is required of the Car Zero and must make sure that the car is manned by a competent rally driver, experienced navigator and radio official, who are aware of the requirements of the marshals. Marshals must sort out any problems/queries with the Car Zero before the first car arrives.
It is recommended to run a Car Zero, Zero as well. The Zero Cars must not depart from either a start or end control until such time as it has been ascertained that the controls are fully operative. Zero Car/s must clock in and out of all control points along the route of the event, using the road book. If it is imperative that the Zero Car should continue on its way, then contact must be made with the Clerk of the Course to advise him what the problem is, that possibly competitors should be held back, particularly if there are clock related problems.

Car Zero should also carry certain extra equipment on board, such as candy-stripe tape, spare arrows, stakes, hammers and indemnity boards etc. It is part of the duties of Car Zero to ensure that all necessary roads have been taped off and that all warning triangles etc. are in place, i.e. that the route is ready to be used by competitors. The driving conduct of the Zero Car/s must conform to the "Itinerary", for the event.

19. Judges of Fact

Where a stage involves a number of laps, Clerks of the Course shall ensure that a Judge of Fact is appointed for the purpose of ascertaining the number of laps completed per competitor. Clerks of the Course are also required to state in the SR's for the event that the penalty for not completing the specified number of laps will be exclusion as it will be deemed "deviation from route". When choosing a Judge of Fact, Organisers are reminded that such person **must** be competent and licenced.

PART 3

SPECIAL STAGE RALLY EVENTS

SECTION A:

Compliance with the GCR's, necessary permission and approval.

In order to ensure this, the following procedures are to be adopted:

1. Organisers are to inform the Chief Marshal, Scrutineers, Radio Chief and Spectator Control Chief of their requirements no later than 4 (four) weeks prior to the event so that the various sections can apply for permits and contact officials for the event.
2. Application is to be made to the Provincial Authority a minimum of six weeks prior to the date on which the event is to be run, for conditional permission to an area or areas in which to hold the rally, together with copies of other relevant permissions obtained. Dams, and Wetlands need special permission.
3. Where the proposed route runs through or alongside a landowner's / farmer's land on Minor Public, Divisional Council or Private Roads, all farmers' permissions are to be obtained. Where a Special Stage ("SS") is proposed, the Organiser is to make it clear to the landowners /farmers that this is a Speed Test run by competitors starting at intervals of at least two minutes apart and that all livestock must be moved to safety and all other families living on the premises be advised. The landowners must be advised of the times of the day when this will occur and these roads must be closed to any other traffic for the whole duration of its use for this test. This must be clearly stated and agreed to.
4. Applications / notifications to the SA Police and Provincial Traffic Sections are to be carried out as required.
5. After obtaining the permission from the landowners / farmers, in writing, on official MSA letterhead the Organisers are to confirm this with the local authority (Municipality, etc.) and ensure that all required permissions along Public Roads have been obtained and to ascertain precisely which (or which portions) of the proposed Special Stage(s) planned, are to be held on Public Roads (as defined by the Road Traffic Ordinance). Applications are then to be made to the Local Authorities; not only to rally through this area, but also to temporarily close the full extent of all the portions planned as Special Stages. The letters of application are to state that temporary closure is required, as well as the duration of the closure and the time of day.
6. Application will be made in writing to MSA for an Organising Permit. Application will be made a minimum of six weeks prior to the date on which the event is to be run. The following is to accompany the written application: Copies of all letters (to or from) individuals and authorities requesting and / or granting permission for the holding of events and the use of all roads (public and private) and the closure of public roads, and the use of private roads for the purpose of running any Special Stage.
7. ALL events must ensure that all permits and permissions are obtained and submitted with all relevant documentation. Events being run within the City of Cape Town Council boundaries need a permit with the correct documentation submitted.
8. The Clerk of the Course or Route Director will be required to indicate the route with the aid of maps to assure MSA that all bodies and persons whose right it is to grant the necessary permissions have been approached and that copies of all data signifying their permission have been included in the submission.

9. Where the route includes a Special Stage in an urban environment, the route must be approved by the Regional Safety Representative prior to the permit being issued for the event.
10. Organising clubs shall mutually agree upon the area / localities through which their respective events will be routed. Such agreement is to be confirmed at meetings of the Western Cape Rally Committee and the Controllers.
11. Maps are to be marked CONFIDENTIAL and are not to be distributed.
12. A calendar as well as a program of the Rally Organisers proposed plans to be submitted to the Local Authorities in January of the new season. Should the program change after submission, the changes must be submitted at least 6 (six) weeks before the event to the Local Authorities.
13. The first letter of application must be submitted to the Local Authorities before route plotting commences so as not to miss council meetings and with sufficient time to be in receipt of all necessary documentation before Supplementary Regulations ("SR's") for the event are submitted to MSA at least 6 (six) weeks before the event.
14. Where an event traverses' major roads i.e., N or R&P routes, these must be highlighted, and in the case of R routes numbered, in order for the Traffic Authorities to establish whether Traffic Officers should be present. The Organisers will pay for the Traffic Services should they be required.

SECTION B:

The following shall be additional to the Standing Supplementary Regulations: -

1. Distances
 - a) Measurements for the whole event are to be measured through a single radial-ply tyre set to one pressure and fitted to a free running wheel in the same position on a car. GPS measuring will be permitted.
 - b) When measuring distance, the car should be driven at as constant a speed as possible.
 - c) Checking for accuracy (Check-run) should be carried out in the same way with at least one vehicle conforming to (a) & (b) above. Cognisance is to be taken that perspectives change with speed and ideally a check run should be done in addition to the requirements of Section B (1b).
 - d) Distance will be given in the Road Book to hundredths of a kilometer ("km"), measured from zero at the start of each Road Section or Special Stage, and are to be between dead accurate and 5% under-reading. Data to enable a competitor to establish his odometer "error" should be provided prior to it being needed in a Special Stage. A final measured km is to be made available for competitors to set up their odometers.
2. Road Book
 - a) These shall consist of pictorial and / or written instructions. Road Books, Scrutineering Clearance Sheets and Incident Reports will be issued on completion of documentation. The Road Books will be available to entered competitors only for downloading OR printing. (Only once all fully completed documents of both crew members has been received). Where pictorial instructions are utilised, these shall read from the top to the bottom of each page. See part 2 -11
 - b) The onus rests with the crew to ensure that they receive and print a legible Road Book which contains numbered pages prior to the start of the event and to return their duly completed Incident Reports after the event.
 - c) A Road Book of the "Route Notes" type will be allowed in all WC rallies in the Western Cape. "Personnel" to do these notes are to be agreed upon at the start of each year and documented as such. Application for permission to do these notes is to be done in writing to the WC Rally Committee and the Controllers for their approval. A copy of the notes to be checked against road book and to have intermediate distances to assist competitors pinpointing any damage to landowner properties.

3. Times

- a) A Master Clock must be available to assist competitors at documentation.
- b) Duration (Ideal Time) will be given for each Special Stage and Road Section.
- c) These items may only be revised in accordance with National Rally SSR 501 or retrospectively as per Clause 12 of this section.

4. Spectator Control

- a) Organisers are to take all necessary steps to prevent rally spectators from trespassing on private property, and should this occur, to report it to the property owner and police, as well as to assist in laying a charge,
Using GPS is not recommended owing to settings where taking the shortest route has caused major problems with landowners due to spectators getting lost.
- b) All spectator points that are listed in the Spectator Guide shall be marshalled by a person(s) appointed by the Organisers and wearing identifying clothing.
- c) Spectators shall be warned of the approach of vehicles by the blowing of a whistle by the marshal.
- d) Indemnity boards warning spectators of the dangers of Motorsport shall also be erected at spectator points.
- e) Bins for litter **WILL** be supplied at spectator points.
- f) Toilets must be provided for both sexes at spectator points as indicated in the spectator guide and Service Area.

5. Special Stages – Closing of Roads

- a) Organisers must effectively barrier and sign all road entries to a Special Stage to obviate the possibility of a non-competitor entering the stage during its use.
- b) The application for the use of Public Roads to the provincial / local authorities is to be for a rally, during which “rules of the road” are strictly adhered to by all competitors.
- c) No Special Stage shall be permitted to run and no competitor allowed to start the stage until the start marshal has received positive authority from the Clerk of the Course having specifically confirmed each of the following points:
 - i) that the end of stage officials are in place;
 - ii) that the flying finish and stop controls are correctly located;
 - iii) that all end of stage equipment is functioning correctly;
 - iv) that the stage is clear of any obstacles which would necessitate delaying the start of the stage, e.g., unauthorised traffic in the stage;
 - v) that there are no additional warnings to be communicated to competitors, e.g., livestock in a stage; and the Clerk of the Course will relay a time which will be the opening time of the stage (i.e., ready to run, not First (1st) car time) in person or via electronic notice board and radio communication to both Start and End of stage.

6. Servicing

- a) Areas for this purpose are only to be allocated after arrangements for this use have been made with the property owner.
- b) The Organisers are to take all necessary steps to prevent littering and if these are ineffectual, the Organisers will be held responsible.
- c) Entrants who intend using service vehicles must register their crew’s names with the Organisers together with the registration number of the vehicle(s) from which they will operate.
- d) Identifying decals, if issued by the Organisers, must be displayed on service vehicles for the duration of the event. Any number included for this identification is to be removed as soon as is practical after the finishing or retirement of the competitor whose numbers they bear.
- e) Entrants are reminded of their responsibility as per the GCR’s regarding servicing personnel.
- f) **NO ROAD SERVICING IS ALLOWED!!**
- g) **NO** open flame will be permitted within 5 meters of service area where fuel is stored or vehicle being refueled

7. Documentation and Scrutiny

- a) Administrative checks shall open a minimum of 15 minutes before scrutineering opens.
- b) Scrutineering will take place at the venue and time as stipulated in the Final Instructions or as detailed in the SR's for the event. All cars must be presented for scrutineering at the time specified in the SR's or Final Instructions for the event in question. Failure to comply with this requirement may incur a fine of R1000.00 (One Thousand Rand) at the discretion of the Clerk of the Course. No time penalty will be imposed. Competitors must complete the "self-scrutineering" document before arriving at scrutineering. A time control ("TC") will be situated at the entrance to the scrutineering area for the purpose of recording a competitor's arrival for scrutineering.
- c) No revised start times will be granted as a result of late arrival at the start. Competitors will be scored, based on their official start time allocated **one half hour** before the official start.
- d) Administrative checks and scrutineering must close **15** minutes before the start list is published, unless an earlier time is specified in the Supplementary Regulations for the event. Organisers are to ensure that the area is adequately controlled with regard to spectators and to ensure that the spectators do not hamper the Scrutineers in any way. Once having been to scrutineering, the competitor will proceed with his/her vehicle to a holding area, where the vehicle will remain until the allocated departure time for the start of the event.
- e) The Clerk of the Course and / or his deputy / assistant is to be available until such time as the last competitor has completed scrutineering.
- f) Scrutineering Area: Organisers are to ensure that the area allocated for scrutineering is of dimensions which allow a free flow of traffic. The area surrounding the car being scrutineered is also to be of adequate dimensions. Whilst preferable, a hoist should be available, should this not be available, a minimum of a trolley jack, **of functional size**, must be at the disposal of the Scrutineers, should the checking of an undercarriage / fuel tank be necessary.
- g) Holding Area: Organisers are to ensure that any area demarcated as a holding area is adequate for the purpose for which it is intended.

8. Eligibility

The Organisers' right to check the eligibility of any vehicle and / or competitor before, during or after the competition is hereby provided for: -

- A
 - 1) All cars will be checked for compliance with the following safety requirements:
The Regulations and Specifications for the 2024 SA Rally Drivers, Co-drivers and Manufacturers Championships, 2024 SSR's for National Rally Championship Regulations.
All competitors competing in this championship are advised that it is in their own interest to wear neck restraint devices. This may become a requirement for participation at ALL levels of Rally events in the future.
 - 2) All competitors are reminded of GCR 113 (x).
 - 3) Compliance with National Rally Plates and competition numbers.
 - 4) WC Competition numbers are allocated to the Driver and not the vehicle, hence it stands to reason that the car number must always be the one allocated to the Driver.
- B Scrutineers, while not specifically required to check them, will nevertheless be on the alert for the following: -
 - 1) A serious mechanical defect that is likely to affect the car.
 - 2) A minor mechanical defect that may affect the safety of the car.
 - 3) A car that patently fails to comply with the Road Traffic Ordinance (Part 3 point 6.4.1.2).
 - 4) A car entered in a class for which it fails to comply with the eligibility requirements for that class. Standardised class decals of 190mm diameter and listed colour for that particular class are to be placed as per National Rally Regulations.
- C A start clearance page will be supplied with the Time Card supplied by the Organiser:
 - 1) The TC at the entrance of the scrutineering area shall enter the time the vehicle is presented for scrutineering on the page.
 - 2) Scrutineers will enter in detail any contravention of the above clauses B (1), B (2) and B (3) of each car on the page.

- 3) The competitor shall present the start clearance page with such relevant details as the Entrant's name, Driver's name, make and model of car, class etc. correctly filled in, to the Scrutineers as and when his/her vehicle is scrutineered.
- 4) The Scrutineer will not sign the page unless all the contraventions of the above clauses have been attended to and rectified.
- 5) A Clerk of the Course / Assistant Clerk of the Course shall not sign a start clearance page, if it lists any items covered by/inclusive 12A (2), 12A (3) and 12B (1), after having satisfied himself/herself by checking that an identical item was not previously listed for the same car, on a previous event.
- 6) Should the Scrutineer have listed an item under 12B (4) (Class Eligibility) the Clerk of the Course, at his/her discretion, shall re-classify the car accordingly, notify the competitor and score the competitor accordingly.
- 7) Should a Scrutineer have to re-scrutineer a vehicle, subsequent to said vehicle having been scrutineered, but prior to the commencement of the event, he shall draw a line through the contravention and write "OK" after it and sign the page including a new time.
- 8) The competitor, whether a starter or not, will take cognisance of those items requiring attention and will not be permitted to start future events until such time as the listed items have been attended to / repaired.
- 9) Pre-scrutineering pages / sheets are to be checked that they are completed and handed to the 'Holding Area -IN' Marshal. The Scrutineers are to compile a Scrutineering Report and list non-compliant competitors and list of defects.
- 10) Organisers are to ensure that the completed Scrutineers report plus the relevant start clearance pages are submitted to the Motorsport Secretary along with the Clerk of the Course's Report within the stipulated time period allowed. A list of competitors who have contraventions must be compiled by the Scrutineer to ensure compliance at scrutineering at the next event. (This is not applicable to non-compliance of safety equipment etc. and which must be made compliant before the starting of any event)

9. Incident Report Forms

- a) Every crew is to return to the Organisers their Incident Report Form completed as agreed by both crew members as soon as possible after having either retired from or completed the event.
- b) Competitors who fail to hand in an Incident Report Form render themselves liable for a fine of R1000 (one thousand rand) as per National Rally SSR 501 xii.
- c) Failure to render this to the Organisers within 24 hours after the event will result in automatic suspension from further championship events until such time as the report has been received by direct submission to the Motorsport Secretary / Event Secretary / Clerk of Course.
- d) Clerks of the Course of subsequent events will be instructed as to which crew members shall be accepted as competitors in this regard.
- e) Organisers are further to ensure that the completed incident report forms are submitted to the Motor Sport Secretary together with the completed Clerk of the Course Report.

10. Scoring

The winner will be the finisher aggregating the least number of seconds from both total elapsed time and the application of penalties other than those counting only towards the exclusion limit which shall be 30 minutes. A competitor's score will be the total of elapsed times recorded on all Special Stages to which will be added the penalties applied.

11. Additional Penalty

A crew will be excluded for failing to hand in their completed Time Card **AND** completed Incident Report Forms within 15 minutes of their arrival time as recorded at the last control of the event, or failing to impound their car within 5 minutes of the final control time or removing the competing vehicle from the impound area before it has been officially released.

12. Exclusion Limit (Refer National Rally -SSR 404)
- a) Any lateness exceeding 15 minutes of any individual target time (15 mins per control) –
OR
An accumulated 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 examples below) 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.
- b) This penalty may be imposed without the necessity of a hearing in terms of GCR 175 and becomes effective upon the earlier of:
- i) Written notification of exclusion
ii) OR the publication of any set of provisional results reflecting such exclusion.
- c) Exclusion for exceeding the maximum permitted lateness may only be announced at the end of a section or at the end of an event.
13. Results (refer GCR 276)
The announcement that the Organisers will make at the time stipulated in the SR's will be either the announcement of the Partial Unofficial Classification or an announcement of the time delay (up to 2 hours maximum), before they can be announced. After Partial Unofficial Classification has been announced there will be 30 minutes in which the Organisers will receive complaint of errors relating to the scoring. At the end of this period either Provisional Final Classification will be announced or a time delay (up to 2 hours maximum in which revisions can be made). Should it prove impossible to make either the announcement of the Final Official Classification approved by the Stewards within the above time limits or within 30 minutes after the announcement of Provisional Final Classification, then GCR 200 (Note) shall apply.
14. Non-Finishers
It is the responsibility of a competing crew, or a car unable to finish the event to see that the Organisers are informed as soon as possible._

SECTION C:

Results, Seeding, Regulations

1. Every competitor on a Western Cape Rally Championship event shall be responsible for taking all necessary steps to provide the information required by the Organisers to assist them to include every completed Special Stage (SS) in the full results sheet, including those who do not finish, up to the last stage completed
2. The Organisers shall issue a full results sheet that shows the SS times for every competitor up to the stage where they either retired or finished the event.
To assist the Motorsport Secretary and the seeding officials the results shall, inter alia, be set out and include the following:
- a) List the competitors by competition number giving also the entrant, driver and navigator's / co-driver's names – with initials where confusion could otherwise occur, – including competition licence numbers of both the driver and navigator / co-driver.
- b) Include a column, which contains the class of the vehicle.
- c) Include a column containing the competitor's SS times with the SS number.
- d) Results to be sent to Event secretary and Clerk of course, in EXCEL ONLY
3. Seeding will be done by the Seeding Committee selected by the Western Cape Rally Committee and should be taken cognisance of by the Clerk of the Course when grouping competitors for the purpose of drawing for starting positions. The current seeding list will be posted on the notice board at each Entry Announcement Function for each Championship Event.

SECTION D:

The procedures to be followed by the Event Secretary, Clerk of Course and the Event Results Officer.

1. **Seeding list:**

The seeding list must be available 1 (one) week after each event, for ratification at the next Western Cape Rally Committee meeting before the next event in order to eliminate any errors.

2. **Entry function:**

Entries: - are to be captured as they are received (paid only) – no “possible” entries.

Entrant: - may be any one of the crew or if a commercial company a licence number must be produced other than that of the crew members.

Driver, Co-driver / Navigator: - First name and Surname.

Vehicle: - full details with the engine capacity.

Class: - See Part 1 paragraph 7.1 only. - each crew member has the right to have their affiliated Club listed.

Licence numbers: - all licence numbers for Entrant, Driver, Co-driver / Navigator to be listed.

Close of entries: - The entry list is to be compiled as entries are received in no particular order. This document will be headed ‘ENTRY LIST’ and have the MSA logo, MSA Environmental Logo and the organising Club’s logo (sponsors logo if event is sponsored). No numerical sequence will be displayed alongside the line giving details of the Entrant, Driver, Co-driver / Navigator, etc. This list will then become the official list for the scrutineers and the first ten (10) cars will be due at the time given in the SR’s or Final Instructions for that event.

The ENTRY LIST must be e-mailed to the Clerk of the Course or Event Secretary no later than the day following the day entries close or saved to his / her memory stick. A printed copy of the official ENTRY LIST should be made available to the entrants and competitors, on the Virtual Notice Board for the event.

All documents to be in MS Word or Excel format (NO PDF files will be acceptable) so that entries / changes can be made prior to Road Books and other standard publications being ordered from printers, submitting to MSA which is required 48 hours before the event (refer to GCR 141. ix) and publishing in the press or on web sites.

3. **Start List:**

Shall be published, and posted on the Official Notice Board (refer National Rally SSR407(iv), 409.1 (i) – Vi), 409.3, 506(i) and 504.6), in ratified seeding order no later than thirty (30) minutes before the official starting time of the event. Copies must be available for Crews and Officials.

4. **Results:**

To be given to the Clerk of the Course as soon as they become available (for checking, to avoid delays) until they become ‘Provisional Final Class Classification’.

Results for competitors who do Seat Time (Super Rally) will have the times for those stages highlighted in yellow and in italics, for ease of reference later when doing points scoring.

No Points will be allocated for Seat Time Finishers

Scale of penalties 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. The table is written as close as possible to the chronological events during a rally.

SSR	Condition / Transgression	Hearing	Penalty	Penalty	Penalty
		Required	1st offence	2nd offence	3rd offence
200	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 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.		Yellow Card Valid for next 4 events entered	Exclusion	-
101	Not having the correct MSA license	No	Refusal to Start	-	-
all 600	Failure to comply with Minimum safety standards		Refusal to Start	-	-
801.3)	Late arrival without permission at Scrutineering		R 1,000	-	-

SSR	Condition / Transgression	Hearing	Penalty	Penalty	Penalty
		Required	1st offence	2nd offence	3rd offence
801.2)	Failure to present the competing vehicle for examination / scrutineering before the race.		Refusal to Start	-	-
802.3)	Failure to present the competing vehicle for examination / scrutineering at the stipulated time and place after the race.		Exclusion	-	-
800.0 800.2. f	Failure to comply with advertising decals, and /or correct prescribed decal layout. Fine per reported incident.		R 1,000	R 1,000	R 1,000
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	-	-
500.6.c) 600.1	Failure to correctly wear safety gear		Exclusion	-	-
400.10)	Taking up a position alongside or ahead of other cars that are stationary in a control.		Exclusion	-	-
401.4)	If a competitor has more than one time of arrival recorded at a control, only the earlier time will be scored.	No	Adjusted time	-	-
501.9)	Having failed to obtain, on their timecard, the control official's initials and / or signature as required		10 sec per incident	-	-
501.3)	Any alteration/manipulation made to an entry on a timecard will result in exclusion unless authenticated by an appointed control official		Exclusion	-	-
401.8)	Any car not able to clear the control zone 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
404.6)	Lateness. Checking in late at a control	No	10 sec / min	10 sec / min	10 sec / min

SSR	Condition / Transgression	Hearing	Penalty	Penalty	Penalty
		Required	1st offence	2nd offence	3rd offence
404.6)	Lateness. Checking in early at a control	No	60 sec / min	60 sec / min	60 sec / min
908.1	Not carrying any spare wheel		Exclusion		
402.3.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.e)	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	-	-
501.8)	Failure to hand in Incident Report at end of Rally, or after retirement.		R 1,000		-
509.2 503.9	Failure to declare to the organizers any incident during 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	-	-
400.7)	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.		Exclusion	-	-
401.9	Failure to follow instruction of the marshal in charge of any control.		Possible Exclusion	-	-
401.13) 501.11)	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	-	-
401.13) 400.9)	Entering ANY control from the wrong direction. It is also prohibited, under the same penalty, to re-enter the control zone		Exclusion	-	-

SSR	Condition / Transgression	Hearing	Penalty	Penalty	Penalty
		Required	1st offence	2nd offence	3rd offence
502.4)	Contravention of the smoking rules in areas designated as "NO SMOKING" in the roadbook.		Exclusion + Disciplinary action	-	-
519.8	Fire extinguisher not available at Service Park / Area. 1 per car.		R 1,000	R 1,000	-
104.4	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 decontrolled sections, service parks, and service		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	Exclusion	-	-
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.h)	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.f)	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		Yellow Card Valid for next 4 events entered	Exclusion	-

SSR	Condition / Transgression	Hearing	Penalty	Penalty	Penalty
		Required	1st offence	2nd offence	3rd offence
512	Rendering Bona Fide assistance		Adjusted stage time	-	-
513	Impossible Stage time		Adjusted stage time	-	-