



MSA WC RALLY CLUB REGULATIONS

VERSION 2

12 February 2026

WWW.MOTORSPORT.CO.ZA



<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
3.3	Immediate effect	12 February 2026	Wording deleted and added

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PART 1: THE CHAMPIONSHIP

All qualifying events shall be held under the 2026 General Competition Rules (GCRs) and National Rally Standing Supplementary Regulations (SSRs) of Motorsport SA (MSA), these Western Cape Rally Clubs Classes Championship Regulations, the event Supplementary Regulations (SRs) issued by the promoters / organisers and any applicable Circulars issued by MSA.

1. **CONTROLLERS**

Will be the Western Cape Rally Clubs, and their Exco Committee.

2. **AIM OF THE CHAMPIONSHIP**

To declare a Western Cape Rally Clubs Classes Driver and Co-Driver / Navigator Champion in each of the classes WC1, WC2, WC3, WC4 and WC5.

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

- 3.1 The Western Cape Club Rally Championship shall be open to all eligible rally drivers and co-drivers / navigators must be in possession of a minimum of a valid 2026 MSA Club competition licence valid 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 Western Cape Regional Motorsport Committee and who are a paid-up member of ~~Cape Car and Motorcycle Club or Cape Peninsula Motorcycle and Car Club~~, **any Motorsport Club** affiliated to MSA will be eligible to score in this Club Championship.
- 3.4 Medical information must be supplied on the prescribed document by both crew members to the organisers / Secretary of the meeting by the latest at event sign on.
- 3.5 All crews entering an event will be listed in the final results and are eligible for trophies on the day but those not complying with SSR 3.1 and 3.3 above will not be eligible to score points in the Western Cape Clubs Classes Championship.
- 3.6 Competitors are only eligible to score points from the time that they become members of good standing of the affiliated Western Cape Rally Club, which list is to be made available the night before an event. One day licences need to be purchased online before the event and submitted with the entry.
- 3.7 The drivers must not be less than seventeen (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' / navigator's identity document, MSA competition licence 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 (1) crew member will not render the other ineligible.
- 3.9 No drivers or co-drivers / navigators holding one (1) event licenses will score class points in the Championship unless they meet the eligibility criteria.
- 3.10 In order to score in the All Tar rally a competitor must start in a minimum of two gravel rallies.
- 3.11 In order to score in the Western Cape Clubs Classes Championship, a competitor must start in a minimum of two (2) rallies.

4. CHAMPIONSHIP EVENTS

- 4.1 There will be six (6) events with five (5) events counting towards the 2026 Western Cape Clubs Classes 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 competitor's best five (5) events will count toward the Western Cape Clubs Classes 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 Western Cape Clubs Classes Championship may be declared null and void.
- 4.4 Where a Western Cape Clubs Classes Championship event is combined with a National Rally in the region, eligible drivers and co-drivers / navigators who enter the national event will need to separately also enter the Western Cape Clubs Classes Championship event. This MUST be done prior to the start of the event, failing which the competitor will only be scored in the event that they are entered in.

5. MINIMUM NUMBER OF STARTERS

In order for an event to qualify for Championship status, there must be a minimum of six (6) eligible starters across all classes per event.

6. RALLY DISTANCE

- 6.1 The total Special Stage distance should be seventy kilometers (70 km) plus / minus twenty (20 km) or as per the final itinerary.
When the Western Cape Clubs Classes Championship forms part of a National Championship event in the Western Cape Region, the full rally distance may be applicable to Western Cape Clubs Classes Championship competitors or as per the event supplementary regulations.
- 6.2 Any exception to these distances will only be considered on application to the Controllers, prior to the event.

7. CLASSES

7.1 Classification:

- Class WC1 - For 2WD or 4WD, rotary, supercharged and or turbocharged vehicles with a capacity not exceeding 3300cc. Sequential gearbox is permitted. Paddle shifts are permitted.
- Class WC2 - For normally aspirated 2WD vehicles with a capacity not exceeding 3300cc.
For supercharged and or turbocharged 2WD vehicles with a capacity not exceeding 2050cc
- Class WC3 - For normally aspirated 2WD vehicles with a capacity not exceeding 2050cc
- Class WC4 - For normally aspirated 2WD vehicles with a capacity not exceeding 1667cc
- Class WC5 - For normally aspirated 2WD vehicles with a capacity not exceeding 1451cc.
- Class WC6 - Open Class-non scoring Social Class for two and four-wheel drive vehicles, including LDV's restricted to space frame and "Pipe car" otherwise unrestricted with a capacity under 3500cc.

In Classes WC1 to WC5 the engine and chassis must be of the same manufacturer. If the body came out with a four-cylinder engine, only a four-cylinder engine may be used.

Classes WC1 to WC6 - Sequential gearbox is permitted and or Paddle shifts are permitted.

No off-road vehicle, as provided for in class WC6, will be allowed to enter, unless the vehicle is licensed and road-worthy, including all safety equipment. National Rally Regulations SSR 600 applies. Any exception to WC6 will only be considered on prior written application to the event organiser/s.

7.2 Class Decals

Please contact the Secretary of the meeting to obtain the class decals.

WC Class decals are as follows: **ALL** vehicles **MUST** have the correct class decal as listed below.

**All class 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.**

WC1	-	Light Purple pantone 258c
WC2	-	Orange Pantone 021c
WC3	-	Yellow pantone 108c
WC4	-	Light Blue pantone 543c
WC5	-	Medium Green pantone 35
WC6	-	Black

Roof decals are not compulsory.

8. MEDICAL KITS AND ENVIRONMENTAL MATS

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

9. COMPETITION NUMBERS

- 9.1 All competition numbers must comply with MSA Rally Regulations relating to size and colour. Failure to conform will result in a “non-start” or exclusion.
- 9.2 The Controllers shall issue all competition numbers. (Only once any NEW vehicles have passed a full scrutineering examination.)
- 9.3 Competition numbers are allocated to the DRIVER of the vehicle. On changing a vehicle, the number remains with the DRIVER.
- 9.4 Competition numbers will be recorded and maintained by the Controllers.
- 9.5 Competition numbers remain with the DRIVER indefinitely, unless otherwise decided by the Controllers, e.g., Driver no longer competing, banned, not eligible.

10. CHAMPIONSHIP POINT SCORING

10.1 Championship **Class** Points

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.

Class Points are awarded to the finishers of each class as per the above points, irrespective of how many finished in the class. Even if there is one finisher in a class, maximum points will be awarded

POSTION	1	2	3	4
4 STARTERS	15	14	13	12

POSTION	1
1 STARTER	15

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

Any competitor/s from a lower class may move to any higher 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., thirty-five (35) minutes 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 up it will be permanent move for the 2026 year and may not move back to a lower class with the same vehicle. Points scored in a lower class may NOT be carried into a higher class.

- 10.2 Points scored as a Driver will not count towards the Co-Drivers' / Navigators' Championship and vice versa.
- 10.3 Ineligible crew members shall be ignored as starters and finishers for the purpose of allocating Championship points.
- 10.4 Western Cape Club Class Rally competitors will be awarded points on their overall class positions ignoring positions achieved by ineligible competitors.
- 10.5 A national competitor residing in the Western Cape, who wishes to score in the Western Cape Clubs Classes must be an eligible competitor in terms of SSR 3 above
- 10.6. Bonus points will be awarded to all finishers of the Power stage. There shall be one (1) Power stage, and the Power stage will take place on one of the first three (3) stages on the day. The Power stage will be selected by way of a "draw" on the day of the rally at the Competitors' briefing, by either the Clerk of the Course / Assistant Clerk of the Course / Official or nominated individual. Bonus points will count towards the annual Championship points and not influence the final results of any particular rally on the day. Ref SSRs 4 and 5 of the 2026 Western Cape Clubs Rally Regulations for eligible events.
The bonus points are based on the stage time from fastest to slowest, being awarded the maximum points of five (5) for the fastest down to one (1) for the top five (5) in each class. Irrespective of the number of finishers in each class, maximum points will be awarded to the fastest, even if it's just one (1) class finisher. If more than five (5) finishers, then each competitor thereafter the top five (5), will be awarded one (1) point.

Seat Time competitors will be eligible for bonus points, if eligible to score points.

CLASS	WC1	WC2	WC3	WC4
STAGE	1	2	3	1
FINISHERS	4	3	2	1
POINTS	5-2	5-3	5-4	5

11. **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 they may deem fit, and their decision in this respect will be final.

12. **DECLARATION OF CLASS CHAMPIONS**

The Controllers, at its sole discretion is responsible for declaring the winners of the Western Cape Clubs Classes Rally Championship or to withhold such declaration.

13. **WESTERN CAPE CLUB RALLY SEAT TIME SSR 516 (Super Rally)**

13.1 A crew and their entered vehicle will be allowed to re-enter a Western Cape Clubs Classes Championship event provided.

13.1.1 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.

- 13.1.2 They return to the service park and present their vehicle to the Scrutineer for safety inspection.
 - 13.1.3 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 the receipt page of the timecard.
 - 13.1.4 At the sole discretion of the Clerk of Course, should he / she 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 / her discretion.
- 13.2 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.

14. RECONNAISSANCE

Eligible competitors may be used to provide Route Notes for Western Cape Clubs Classes 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 solution to guarantee all events may have Route Notes.

15. 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 reserve the right to correct clerical errors at any time. All Tar Rally points will provisionally be shown and rectified after the last event of the season.

16. 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 competitors 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 do.

17. 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 INCLUDING 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 Exco Committee before an event. A copy of the guidelines for the MSA National Rally Championship is available on the MSA website, 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 type events.
4. All makes of cars must be allowed to enter and participate, provided they comply with SSR 7.1 of Part 1 of these regulations.
5. Regulations for an event must be available in the approved form at least four (4) 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 Thursday before the date of the event.
7. No practicing may be allowed on any event and the Clerk 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 one (1) week prior to the said event, as well as Itinerary, Maps, Service Guide and Rally Program
9. Service and Rally Programs should 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 Self-declaration Scrutineering forms before scrutineering as they enter the holding area.
11. The Road Book and Timecard - Refer to MSA National Rally SSRs 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 an event.
 - 11.2 All dangerous locations on the route must be given a due warning in the route schedule and the Clerk 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 five (500) meters".
 - 11.4 Organisers must ensure that at least two (2) minutes' dead time is included at the start of every stage, for the first car only.
12. Route:
 - 12.1 **The rally clubs and their Exco may appoint a person to do the final route check.**
Official observers may be appointed by MSA to observe the conduct of an 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", fifty (50) metres apart, must be used.

Two (2) red or orange arrows must be placed to form a gate at the instruction and a **green or yellow arrow one hundred (100) meters** before the instruction, and ALWAYS MUST BE PLACED 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 two hundred (200) meters, but three hundred (300) meters is advisable** and any obstacles or change in direction between the two (2) controls must be noted in the route schedule. NO CHANGE OF DIRECTION is permitted AFTER the flying finish boards.
- 12.4 A Start Stage TC must not be less than one hundred (100) meters 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 five (5) 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 SRs for an event. Organisers are instructed to ensure that sufficient service time is built into open sections. Average speed is 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 relay urgent information to the 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 is allowed of broken-down vehicles as this delays stages and documents being received for scoring. A separate de-arowing (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:

The Western Cape Rally Clubs 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 Clubs Executive 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 starts that particular stage.

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 / her 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, the Clerk of the Course shall ensure that a Judge of Fact is appointed for the purpose of ascertaining the number of laps completed per competitor. The Clerk of the Course is also required to state in the SRs for the event that the penalty for not completing the specified number of laps may 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. The final decision rests with The Clerk of the Course regarding the applied penalty, e.g., exclusion or time penalty or warning should this not be escalated to the Stewards. It is still the responsibility of the opposing competitor to ensure sufficient evidence is presented and to follow the necessary procedures for protesting and or written notice to the Clerk of the Course.

PART 3

SPECIAL STAGE RALLY EVENTS

SECTION A:

Compliance with the GCRs, 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 four (4) 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 (6) 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 (2) minutes apart and that all livestock must be moved to safety and all other families living on the premises be advised. The landowners / farmers 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 (6) 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 Clubs Rally Executive Committee.
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 is 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 six (6) 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 ("SRs") for the event are submitted to MSA at least six (6) 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 (1) 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 / her 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 once all fully completed documents of both crew members has been received for downloading OR printing.). 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 Western Cape Clubs' 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 Western Cape Clubs Rally Executive Committee for their approval. A copy of the notes is to be checked against the 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 officials.

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 GCRs regarding servicing personnel.
- f) NO ROAD SERVICING IS ALLOWED!! Unless approved by the Clerk of the Course or otherwise documented.
- g) NO open flames will be permitted within 5 meters of service area where fuel is stored or a vehicle is being refueled.

7. Documentation and Scrutineering

- a) Administrative checks shall open a minimum of fifteen (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 SRs 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") may 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 (30 minutes)** before the official start.
- d) Administrative checks and scrutineering must close fifteen (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 / her 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 2026 SA Rally Drivers, Co-drivers and Manufacturers Championships, 2026 SSRs for National Rally Championship and Western Cape Clubs 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 in 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), B (3) and B (4) 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 / she 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 competitor(s) 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 one thousand rand (R1000) as per National Rally SSR 501 xii.

- c) Failure to render this to the Organisers within twenty-four (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 / Secretary of the meeting / 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 Motorsport 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 thirty (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 fifteen (15) minutes of their arrival time as recorded at the last control of the event, or failing to impound their car within five (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 fifteen (15) minutes of any individual target time (15 mins per control) –
OR
An accumulated lateness exceeding thirty (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 thirty (30) minutes lateness.
In calculating accumulative lateness time, the actual time of late arrival and not the penalty time (ten (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 two (2) hours maximum), before they can be announced. After Partial Unofficial Classification has been announced there will be thirty (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 two (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 thirty (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 Clubs 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 Motorsport Sport Coordinator, Secretary of the meeting and Clerk of course in excel only.
3. Seeding will be done by the Seeding Committee selected by the Western Cape Clubs Rally Executive Committee and should be taken cognizance 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 Secretary of the meeting, Clerk of Course and the Event Results Officer.

1. Seeding list
The seeding list must be available one (1) week after each event, for ratification at the next Western Cape Clubs Rally Executive Committee meeting before the next event in order to eliminate any errors.
2. Entry function
Entry Fee: - R1600.00. The Organiser/s of an event reserves the right to decrease the entry fee where necessary / applicable, refer to the event SR and Entry form.
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, they must hold a entrant's licence and the number and copy of licence must be produced to the organisers.
Driver, Co-driver / Navigator: - First name and Surname.
Vehicle: - full details with the engine capacity.

Class: - only classes as per Western Cape Rally Club Regulations will be accepted. - Each crew member has the right to have their affiliated Club listed.
Licence numbers: - all licence numbers for Entrant, Driver, Co-driver / Navigator are 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 Secretary of the meeting no later than the day following the day that 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, besides the minimum starter point or bonus stage point/s.

For scale of penalties refer to GCR 177.