



MSA EP REGIONAL RALLY & ARC CLUB RALLY REGULATIONS

VERSION 1

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WWW.MOTORSPORT.CO.ZA

REVIEW AND AMENDMENTS

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

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA. (See GCR 67)

AMENDMENT RECORD

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

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SECTION 1

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

100. APPLICABLE REGULATIONS

These include the MSA General Competition Rules (GCRs) and the MSA SSRs for Rallies.

100.1 VALIDITY OF THE REGULATIONS

For the calendar year **2026**.

100.2 CONTROLLERS

The Algoa Rally Club (ARC) committee will be responsible to organise and promote the sport of special stage rallying in the Eastern Cape Region for the Algoa Rally Championships.

The controllers of the Regional Championship will be the Motorsport South Africa (herein referred to as MSA) Eastern Province Regional Committee. All Championship events will be run under the auspices of Algoa Rally Club (ARC).

The controllers, organisers and promoters of the Club Championship will be the Algoa Rally Club (ARC). All Championship events will be run under the auspices of, and in consultation with ARC.

100.3 AIM OF THE CHAMPIONSHIPS

- a) To declare the EP Regional Champion Driver and Co-Driver – 4 Wheel Drive.
- b) To declare the EP Regional Champion Driver and Co-Driver – 2 Wheel Drive.
- c) To declare the ARC Club Champion Driver and Co-Driver.
- d) To declare the ARC Clubmans Challenge Driver and Co-Driver Champion.

The trophies for the above Champions will be presented at the annual ARC Prize Giving.

The Controllers at its sole discretion shall declare the winners of the Championships.

The Controllers are entitled to withhold such declaration from any competitor.

The Dolf Coetzee floating trophy will be shared with the Championship winners.

100.4 AIM OF THE CLASSES

To Declare;

- a) Overall ARC1 Club Class Champion Rally Driver and Co-Driver.
- b) Overall ARC2 Club Class Champion Rally Driver and Co-Driver.
- c) Overall ARC3 Club Class Champion Rally Driver and Co-Driver.
- d) Overall ARC4 Club Class Champion Rally Driver and Co-Driver.

The AWARDS for the above class winners will be presented at the annual ARC Prize Giving.

100.5 MINIMUM NUMBER OF STARTERS

An average of six (6) starters will be required to participate across the season towards the respective Championship classes for the Championship to qualify. For example, an average of six (6) starters across the season for the Regional 4-wheel drive Championship, an average of six (6) starters across the season for the Regional 2-wheel drive Championship, etc. Refer to GCR230.

100.6 EVENTS

- a) The Annual MSA Calendar will detail the events that make up the MSA Eastern Province Regional and Algoa Rally Club Championship.
- b) The Championship will consist of seven (7) rounds over five (5) events.

- c) One (1) of the Events may be part of the NRC Rally Championship.
- d) Events should consist of a minimum of sixty (60) kms of Special Stages per round, per day, and a maximum of one hundred and twenty (120) kms.
- e) Full points will be awarded to events more than fifty (50) kms of Special Stages. Events between thirty (30) kms of Special Stages and a maximum of fifty (50) kms will effectively score half points. Events with less than thirty (30) kms will be declared a null-and-void event.
- f) Six (6) events to count towards determining the final positions.
- g) Competitors who participate in all seven (7) events, must nominate to the Controllers the event they wish to exclude. Should this not be nominated, the Controllers will exclude the lowest event score from their points.
- h) If only six (6) events are held, all six (6) will count.
- i) If only five (5) events are held, all five (5) will count.
- j) The Controllers reserve the right not to declare a Champion if less than five (5) events are held.

100.7 DRIVERS AND CO-DRIVERS CHAMPIONSHIPS - POINTS SCORING

a) ALGOA REGIONAL 4 WHEEL DRIVE (4wd) CHAMPIONSHIP {S4}

- i. The Championship is open to all competitors holding a minimum of a valid MSA Regional competition licence for Rally competing in a vehicle eligible in the classes stipulated in Part 9 below.
- ii. The Class points will count towards the Regional 4WD Championship as per the table below.
- iii. Only the competitors in the class entered will be scored, disregarding any other classes or their overall positions.
- iv. No organisers points will be allowed.
- v. Take note of SSR 100.6.d) and e) regarding minimum distance and points to score.

vi. Points Table for RC4:

Class Position	1	2	3	4	5	6	7
Class Points	23	20	18	16	15	14	13

Decreasing by one (1) point per position thereafter until zero points.

b) ALGOA REGIONAL 2 WHEEL DRIVE (2wd) CHAMPIONSHIP {S2}

- i. The Championship is open to all competitors holding a minimum of a valid MSA Regional competition licence for Rally competing in a vehicle eligible in the classes stipulated in Part 9 below.
- ii. The Class points will count towards the Regional 2WD Championship as per the table below.
- iii. Only the competitors in the class entered will be scored, disregarding any other classes or their overall positions.
- iv. No organisers points will be allowed.
- v. Take note of 100.6.d) and e) regarding minimum distance and points to score.

vi. Points Table for RC2:

Class Position	1	2	3	4	5	6	7
Class Points	23	20	18	16	15	14	13

Decreasing by one (1) point per position thereafter until zero points.

c) ALGOA RALLY - CLUB CHAMPIONSHIP

- vii. The Championship is open to all competitors holding a minimum of a valid MSA Club competition licence for Rally competing in a vehicle eligible in the classes stipulated in Part 9 below.
- viii. The combined total of Class and Overall points will count towards the Overall Club Championship.
- ix. The number of Overall points will be awarded from 25 points for 1st place decreasing by 1 point per place from 1st place to 25th, disregarding invitational entries (S0) and non-member entries;

- x. Invitational entries (or vehicles classified as S0 class) will be completely disregarded for the purpose of points scoring only, however their finish order on the event will be recognised and scored on the results of the day.
- xi. The order of the classes for points scoring from highest to lowest will be ARC1, then ARC2, then ARC3, then ARC4 as the lowest level class.
- xii. Class points will be awarded from fifteen (15) points for 1st place decreasing by one (1) point per place from 1st place to 15th.
- xiii. Competitors finishing behind another competitor in a lower class, will score class points as if the lower-class competitor was in the same class.
- xiv. A minimum of three (3) entries per class will be required. In the case of single entry, then points shall be awarded from 3rd place; example
 - Thirteen (13) points for 1st place if only one (1) car started the event under their own power;
 - Fifteen (15) points for 1st place if three (3) or more cars started the event under their own power;
- xv. No organizers points will be allowed.
- xvi. **If a crew member is not a full member of ARC (Algoa Rally Club), that crew member will not be eligible to score Club Championship points. The corresponding crew member finishing behind them will score points as if the non-member was not a finisher.**
- xvii. Take note of SSR 100.6..d) and e) regarding minimum distance and points to score.

d) **ALGOA RALLY - CLUBMANS CHALLENGE**

- i. **Only** overall position points will be allocated in the CLUBMANS CHALLENGE to the eligible competitors, irrespective of class.
- ii. Overall points will be awarded from fifteen (15) points for 1st place, decreasing by one (1) point per place from 1st place to 15th, disregarding invitational entries (S0) and non-member entries;
- iii. The sum total of all Clubmans points for all rallies per year will be accumulated and competitors will share in the money pool at the year end, on condition that such funds have been secured. The Clubmans representative shall communicate with the respective competitors to inform them of such.
- iv. Take note of SSR 100.6.d) and e) regarding minimum distance and points to score.

100.8 EVENT TIES

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

100.9 CHAMPIONSHIP TIES

- a) Any ties in the Final Overall Club Championship will be decided in favour of the competitor with the greatest combined number of 1sts for both Overall and Class.
Example:
 - Competitor A has two (2) Overall wins and three (3) class wins. That's a combined number of 1sts as five (5).
 - Competitor B has Zero Overall wins, but four (4) class wins. That's a combined number of 1sts as four (4).

Competitor A wins.
- b) If this does not resolve the tie, the competitor with highest total of overall wins will be favoured.
- c) If a tie still remains, performance in all the Championship events will be taken into consideration and if this is ineffective, the Controllers will declare the winner on any basis it may deem fit, and this decision will be final.

- d) Any ties in the Final Class Championship will be decided in favour of the competitor with the greatest number of 1sts for Class. If this does not resolve the tie, the competitor with the greatest number of 2nds and 3rd and so on down until the tie is resolved.
- e) Any ties in the Final Regional Championships (S4 or S2) will be decided in favour of the competitor with the greatest number of 1sts for Class. If this does not resolve the tie, the competitor with the greatest number of 2nds and 3rd and so on down until the tie is resolved.
- f) Clubmans Challenge, a Tie will be decided in favour of the competitor with the greatest number of overall positions (1sts, 2nds, and so forth).

100.10 Announcement of Points Awarded

Scoring for Club Championship events will be available from the Club Secretary on the second Monday following the event. Any queries or objections thereto must be lodged in writing to the Chairperson within one (1) week of the points being available. The Controllers reserve the right to correct any administrative errors at any time including errors in the event results before the final declaration.

Scoring for Regional Championship events will be available on the MSA website (www.motorsport.co.za) and any objections concerning the scoring must be received by MSA in writing not later than seven (7) days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.

101. ELIGIBLE COMPETITORS AND ENTRANTS

- 1) The Club Championship shall be open to all paid-up (full) members of the ARC.
- 2) An entry from a competitor who is not a paid-up member of the ARC, may be accepted and the competitor will not score Club Championship points nor affect the points scoring of the event. The participating member's stage times will be published in the results of the event.
- 3) Except where the entrant is a legal entity, other than one (1) of the crew members, the first crew member named on the entry form will be held solely responsible for all the liabilities and obligations of the competitor, throughout the whole competition.
- 4) For Club Championship Classes, a minimum of valid MSA Club Rally Licence is required.
- 5) For Regional Championship Classes, a minimum of valid MSA Regional Rally Licence is required.

102. REQUIREMENTS FOR DRIVERS AND CO-DRIVERS

- 1) Drivers must hold valid Drivers or Learner's licenses valid for use on public roads.
- 2) In cases where the driver only holds a learner's license, then the navigator must hold a valid driver's license for use on public roads.
- 3) A copy of both the driver and co-drivers' identity document and driver's license must be submitted to the organisers as this is required if a competitor needs to be admitted to the hospital during an event.
- 4) Licenses will be issued in accordance with GCR 127.
- 5) Medical Information to be supplied to the Organisers / Secretary of the Meeting.

103. JUNIOR DRIVERS AND CO-DRIVERS

- 1) Younger drivers and Co-Drivers (between the age of 14 and 17 years) may be issued with a Club MSA License, for Rally, subject to the following conditions:
 - a. **For Young Drivers;** MSA reserves the right, at its sole discretion, to issue licenses to competitors (**still aged 14**) who will turn 15 years old during the year in question, and who are able to prove participation to an acceptable standard in one or two suitable junior categories of motorsport for an extended period of not less than one year. Refer to the 2026 MSA Circuit Racing SSR 1. **In addition,** The junior driver will be assessed by means of driving instructor appointed by the Algoa Rally Club Committee, in the vehicle that the competitor intends to use before his / her first competitive outing. (**Also see point 3 below**)
 - b. **For Young Co-Drivers (between the age of 14 and 17 years);** MSA reserves the right, at its sole discretion, to issue a co-driver only license. (**Also see SSR 103.3 below**).

- 2) A theory test which consists of basic rules of the sport must be passed.
- 3) Competitors who qualify in terms of the aforementioned will be permitted to obtain licenses from 01 January (for those whose 15th birthday falls before 30 June) or 01 July (for those whose 15th birthday falls between 01 July and 31 December).
- 4) The competitor may only drive that car while on private property and roads closed to the public (aka special stages), not on public roads.
- 5) Should the competitor be found driving on public roads his/her license will be revoked immediately – with no option of renewal until he/she has at least attained the required age of 17.
- 6) The license may only be converted to a National license in consultation with MSA via the National Rally Steering Committee.
- 7) Navigators not in possession of at least a learner's license valid for public roads (in which case the driver must hold a valid driver's license for public roads), may only obtain a competition license endorsed for Navigational purposes.
- 8) The conduct of junior drivers and co-drivers will ~~be~~ always be monitored by senior officials and any misconduct will be addressed.

104. CREWS

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

105. ENTRIES, ENTRY AND SIGN-ON PROCEDURES

- 1) Any Competitor / Entrant of a Rally should enter online as stated in the Event Supplementary Regulations (SRs).
Where this is not possible, competitors must contact the Rally Secretariat to make alternative arrangements. All entries must be submitted before the closing dates stipulated in the event SRs.
- 2) For foreign competitors, authorisation must be given according to MSA's GCRs and the FIA Sporting Code prescriptions.
- 3) The competitor may freely replace the car declared on the entry form with another from the same group and the same class, up to time allocated for scrutineering.
- 4) At the time of scrutineering, should a car not correspond in its presentation to the group and/or class in which it was entered, this car may upon the proposal of the scrutineers, be transferred to the appropriate group and/or class with the concurrence of the Stewards **before** the publication of the list of crews eligible to take the start. Same applies if a competitor wants to move up a class.
- 5) Members of the crew may be replaced with the agreement of the Organizers, before the start of the administrative checks,

OR

Members of the crew may be replaced with the agreement of the Stewards, after the beginning of administrative checks and before the publication of the list of crews eligible to take the start. Note: No change of competitor/ crew may be made after the publication of the list of crews eligible to take the start.

- 6) Where the Entrant is not a member of the crew, an MSA Entrant's licence number must be declared on the entry form failing which the Entrant's name cannot be published in the program or in the results.
- 7) During Pre-Event Documentation, it is compulsory for both crew members/competitors to sign the official sign-on document. All competitors must be in possession of all relevant documents which they may be required to present to the organisers as per GCR 98 and GCR 159.
- 8) By the fact of signing the entry form, the entrant, crew and all the service team members submit themselves to the provisions specified in the GCRs and their appendices, the MSA Code of Conduct, these regulations, the Championship regulations, and the supplementary regulations.
- 9) The organisers reserve the right to refuse the entry of a competitor without having to give a reason for the refusal. However, they must send to MSA in writing stating the detailed reasons for this refusal, which reasons must be acceptable to MSA.
- 10) The maximum number of entrants will be specified in the supplementary regulations.

106. ENTRY FEE'S

- 1) The entry fees will be specified in the supplementary regulations.
- 2) The entry application will be accepted if accompanied by the total entry fee. If the relevant entry fee has not been paid by the closing date for entries, the competitor will have to pay the higher entry fee (applies to late entries).
- 3) Entry fees will be refunded in full:
 - a) to candidates whose entry has not been accepted.
 - b) in the case of the rally not taking place.
- c) Entry fees may be partially refunded following such conditions as provided for in the supplementary regulations.

107. SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, X, 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 an accident does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

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

108. DISCLAIMER

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

Part 2 – GENERAL REGULATIONS (SSR 200 - 206)

200. SUPPLEMENTARY REGULATIONS

200.1 Committing any breach of the GCRs, SSRs or SRs when no specific penalty(ies) are stipulated will lead to exclusion.

200.2 In the event of any dispute concerning the interpretation of the regulations, only the English text will be binding.

200.3 For the exact interpretation of this text the following definition applies:

- a) "Competitor" used for either physical or legal entities.
- b) "crew" implies driver and co-driver.
- c) The driver assumes the competitor's responsibility when the latter is not on-board the car.

200.4 Conditions of Publication:

The supplementary regulations must be in total conformity with all the specifications listed in:

- a) the GCRs
- b) these Prescriptions (SSR's)
- c) See also GCR 67 and 70 b ii) and iii)

200.5 The supplementary regulations must mention explicitly all supplementary specifications, in conformity with the regulatory texts, that the organisers wish to impose.

200.6 Draft supplementary regulations, together with a draft safety plan, must reach MSA & the Rally Committee at least six (6) weeks before the start of the event. During the two weeks following the receipt of the draft regulations, ARC and MSA will inform the organisers of any modifications to be made or will issue the permit authorising their publication. Supplementary regulations must be published at least four (4) weeks before the start of the event. The standard text of the Supplementary regulations is published in the Guidelines (GCR 87). Any deviation from the standard text must be in bold print.

200.7 The title of the MSA Championship to which the rally belongs and the official logo of MSA must appear on the cover of the supplementary regulations of each Championship rally as well as on the bulletins and on the first page of the provisional and official result.

200.8 The closing date for entries is no later than seven (7) days before the starting date of the rally. The list of entries must be published no later than four (4) days before the event and sent to MSA at least two (2) days before the start of the rally. **Late entries is to be no later than three (3) days before the starting date of the rally.**

200.9 The supplementary regulations must specify the place where, and the time when, the official results will be posted. In the event of the publication of the results being delayed, the new time of publication must be posted on the official notice board(s).

201. BULLETIN

A Bulletin is an official written communication which is intended to modify, clarify or complete the Supplementary Regulations of the rally. Once issued, the Bulletin becomes an integral part of the Rally Supplementary Regulations.

201.1 The provisions of the supplementary regulations may only be amended in accordance with the GCRs.

201.2 Any amendments or any additional provisions will be announced by dated and numbered bulletins, which will be an integral part of the supplementary regulations.

201.3 Bulletins will be issued and signed by the Clerk of the Course, then posted on the official notice board. The bulletin will also be directly communicated to the participants, but the official notice board takes precedence to any other form of communication.

- 201.4** Should a bulletin be issued after drivers briefing, receipt of such bulletin must be acknowledged by competitors in the form of a signature of one of the crew members on the list, which must be provided by the organiser.
- 201.5** When immediate distribution is required, bulletins may be issued via the official competitors event WhatsApp Group or Sportity App at the National Championship event, in which case a read receipt from either crew member will be taken as acknowledgement of receipt of the bulletin/communication.
- 201.6** Any instruction(s) issued during the course of an event affecting the information already given in the road book, timecard and Time & Distance Schedule, must either be displayed as an official notice or issued in writing to each competitor and must be signed by the Clerk of the Course or Deputy Clerk of Course. Competitors must acknowledge receipt by signature. Any such instruction issued verbally will be invalid.

202. TRAFFIC REGULATIONS AND SPEED RESTRICTIONS

All traffic rules and regulations (including speed restrictions) in force in areas traversed by the competition are to be observed. A competitor may be excluded for any infringement, or prima facie infringement, of any traffic ordinance or regulation, authoritatively reported to the organizers prior to the announcement of the provisional results.

202.1 Set Speeds

Speeds, or the time allowance when converted to speed, shall not be set in excess of ten (10) km/hour less than the applicable legal speed limit in force on any section of the route.

202.2 Making Up Time

Competitors are warned that making up time will not be accepted as an excuse for driving in a manner, or at a speed, which endangers or inconveniences other road users.

203. INSURANCE

- 203.1** The supplementary regulations must give accurate details concerning insurance facilities, including policies taken out by the organizers or provided for the crews (description of the risks and sums, which are covered).
- 203.2** The insurance premium included in the entry fee must guarantee the competitor adequate cover as determined by MSA for civil liability towards third parties. The insurance cover will come into effect from the start and will cease at the end of the rally or at the moment of retirement or exclusion. In the event of a competitor causing damage to property, any excess due will be payable by the entrant.
- 203.3** The service vehicles, even those bearing special plates issued by the organiser, may never be considered as official participants in the rally. They are therefore not covered by the insurance policy of the rally and remain the sole responsibility of their owner.

204. ACCESS TO RALLY STAGES

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

205. YELLOW CARD

- 1) Notwithstanding anything contained in this SSR or elsewhere in the regulations the Clerk of the Course of the event may issue a “yellow card” to a competitor in lieu of the prescribed penalty of exclusion, provided that the Clerk of the Course is satisfied that, the breach of the rules was inadvertent, the breach of the rules conferred no competitive advantage, the competitor has not previously been sanctioned for similar breaches and that a penalty of exclusion would be unduly harsh.
- 2) Any competitor to whom a yellow card has been issued shall be excluded from the results of any subsequent event for any breach of any regulation for which the prescribed penalty is exclusion. This shall apply for the remainder of the season or for four (4) subsequent events in the same Championship in that or the following season, whichever is the longer.
- 3) Any incorrect, fraudulent or unsporting action carried out by the competitor(s) or their supporting staff / members will be judged by the Clerk of the Course, who may impose a penalty that may go as far as exclusion.

206. DRIVER'S BRIEFING

- 1) All events must have a Driver's briefing which is compulsory to attend.
- 2) A fine of one thousand rand (R 1000-00) and a Yellow Card will be imposed by the Clerk of Course on any crew which does not attend the driver's briefing.
- 3) A second offence under Yellow card conditions will result in a five (5) minute time penalty being added to the total race time at the event of the second transgression.
- 4) Late arrival for a Driver's Briefing will be considered as non-attendance.
- 5) in special cases, ONLY if agreed prior to the briefing - Force Majeure to be applied by the Clerk of the Course.

Part 3 – EVENT OFFICIALS (SSR 300 - 321)

300. CHECKING OF THE ROUTE AND SPECIAL STAGES BY OFFICIALS

As part of their duties, the observer(s) and the Stewards have the discretion to check technical and/or safety items installed on the route and the special stages. They must comply with the following prescriptions:

- 1) Their vehicles must display a distinctive emblem on the windscreen, which must be highly visible and recognisable. This will take the place of a pass and will be supplied by the organisers.
- 2) Their entry onto the route of the stage must take place at the latest 30 minutes before the start time of the final road-closing car (Car No 0).
- 3) If Car No 0 catches up with them while on the route of a special stage, they must stop, park and wait for the sweeper car to pass before continuing on their way.

301. STEWARDS OF THE MEETING

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

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

302. OBSERVER

For all MSA Championship rallies, including candidate events, the MSA may appoint at least one (1) observer.

303. SPORTING DELEGATE

MSA / NRC may appoint a Sporting delegate who will facilitate consistency of decisions by all Clerks of Course. On all subjective decisions especially as far as applying of penalties, the Clerk of the Course must obtain the agreement of the Sporting Delegate, before making a final decision (if one has been appointed).

Any obvious anomaly caused by this regulation will be ruled on by the Clerk of the Course in consultation with the Sporting Delegate (if one has been appointed) and the MSA / NRC Steward(s), and will be supplied by the organisers.

304. SAFETY DELEGATE

The organiser of an event must appoint a safety delegate, who is specifically responsible for monitoring the safety of the **Competitors, Officials, Media and public** on the rally and any other Safety matters of the event. The Safety Delegate / Officer and the Chief Medical Officer will work closely with the Clerk of the Course. The appointed Safety Delegate will be responsible for compiling a comprehensive safety plan stating Emergency Evacuation Procedures, Medical Plan, Resources that will be required and their locations on the event. A Safety Plan Roadbook containing additional safety information shall form part of the safety plan.

305. CLERK OF THE COURSE

- 1) The Clerk of the Course is charged with the application of the regulations and their provisions during the running of the rally (Refer GCR 156 - 157).
- 2) Any protests against the decisions will be sent to Stewards for a hearing, deliberation and decision.
- 3) Is responsible for the safe running of the event, for taking all necessary decisions and measures and for the deployment of competent staff to assist him in drawing up and implementing the safety plan. If the case arises, he/she is responsible for applying the safety plan as practically as possible. He/she is responsible for informing the Stewards of the Meeting of all urgent matters and, in co-operation with the Chief Medical Officer and Chief Safety Officer, for having all relevant information regarding emergency matters go public only through the Press Office.

- 4) Is responsible for the appointment of the Start and Stop marshals for each stage. He/she is responsible to prepare the plan showing the meeting points and locations of ambulances, fire and rescue teams, radio point marshals and safety marshals. Before the start of the event, the Clerk of the Course makes sure that all personnel have a copy of the safety plan, that all personnel are properly trained, and that all responsibilities assigned to them are clear. Through the Chief Marshal and Post Chiefs, checks the correct position of all safety vehicles and staff on the day of the event.
- 5) At the end of the rally, the Clerk of the Course must draw up the closing report, as per the prescribed MSA template.

306. SUBMISSION OF MINUTES AND REPORTS

The minutes including the closing report, must be sent to MSA, within seven (7) days of the end of the rally.

307. TECHNICAL DELEGATE

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

308. SCRUTINEERS

Refer GCR 166.

309. CHIEF MEDICAL OFFICER

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

310. CHIEF MARSHAL AND SPECIAL STAGE POST CHIEFS

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

- 1) Draw up a list of the special stage necessities in accordance with the special requirements of each special stage and therefore ask the organisers for the necessary personnel and materials to support him/her at the event.
- 2) Together with the Clerk of the Course or his representative, they will assign the marshals that will cooperate with him/her in case the safety plan needs to be followed.
- 3) Specify the position and implements the posting of warning signs within the special stages that he is responsible for and assigns the distribution of information for spectators and locals, in the area of his/her responsibility during the event.
- 4) Request detailed maps of the special stages assigned and, together with the Safety Officer, to implement the safety plan on the map, by ensuring that all safety teams are positioned according to the prepared plan.

- 5) They are fully aware of the safety plan and have listed all equipment at their disposal during the event.
- 6) During the event, the Post Chief is to be found at the start of the special stage. They record the passage of each rally car and inform all radio point marshals and the Stop marshal through the safety radio channel.

311. TIME CONTROL MARSHALS DUTIES

- 1) To Record the time the competitor hands over his / her Timecard at the control point with the equipment supplied using the official rally time.
- 2) This record keeping should be done by writing down on a sequence sheet the actual time of arrival. This time shall be copied onto the competitor's Timecard and signed by the official.
- 3) Under no circumstances is the marshal on duty responsible for when a competitor should check in / clock in.
- 4) In the case of a departure control, the marshal will give the competitor a departure time which will be counted down until the departure time.
- 5) Should a competitor have any queries with the marshal on duty, it should also be recorded and further investigation by the Clerk of the Course will be made.

312. CROWD CONTROL SAFETY MARSHALS

- 1) During the running of the stage, they stay at their designated points and ensure the general public do not enter the No-Go zones identified.
- 2) They check that there are no cars parked next to the road in a special stage, and if there are, they remove them before the stage starts. This will be communicated to the Clerk of the Course.
- 3) They are trained properly and know exactly what their duties are. They are equipped with whistles in order to keep spectators away from prohibited areas and inform them of the passing of rally cars. The personnel wear identifying tabards.
- 4) In a polite manner they inform spectators that the special stage will be run only if they follow their instructions to stand in the recommended areas.

313. RADIO SAFETY MARSHALS

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

314. DUTIES OF THE SECRETARY OF THE MEETING

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

- 1) Check the validity of all entries received and report such to the organisation committee,
- 2) Check or cause to be checked, and retain copies of, the competitors' licenses (see GCR 98) as well as the age eligibility of the competitor for the class/category entered.
- 3) During the meeting maintain the Official Notice Board(s).
- 4) Publish official bulletins from the Clerk of the Course and inform the stewards of the meeting of information published on the noticeboard.

- 5) Send all necessary documentation to officials and competitors before, during and after the meeting (copying the relevant MSA Sport Coordinator at the same time).
- 6) Advise all the officials (including the timekeepers) of any change of driver, subject to the Stewards of the Meeting having agreed to such change.
- 7) If necessary, assist the Clerk of the Course to compile his/her final report.

315. **JUDGES OF FACT**

Judges of Fact will be appointed by the Clerk of the Course and their names will be published in an official bulletin. These officials will be appointed to report on infringements of the rules, with particular emphasis on competitors who jump the start in special stages, competitors who speed in service park/areas, competitors who take short-cuts on special stages and competitors who speed on liaison sections.

These Judges of Fact so appointed may, the provisions of these regulations notwithstanding, hold a position in addition to that of Judge of Fact.

At points along the route, where it may be possible to gain an advantage by taking shortcuts, the organizers may take measures to prevent deviation of the route, by instituting measures that may include the placing of judges of fact, cameras, tracking systems and obstacles which will be defined in the roadbook.

316. **JOURNALISTS / MEDIA**

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

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

Affected parties are hereby advised that live streaming of motorsport events may not be undertaken without the express approval of the event and/or series promoter and/or organiser. This restriction applies equally to the holders of MSA media accreditation and those that do not hold such accreditation. (GCR 285)

317. **TIMEKEEPER**

It is the responsibility of the Timekeeper to ensure Timecard information is captured onto a scoring program to establish elapsed times of special stages as well as any penalties accrued by the competing crews. These results will be checked by the Clerk of the Course before officially being circulated.

Unofficial times may be published on condition that the results state their status as unofficial.

318. **SAFETY CAR NO. 0**

Compulsory for ALL Events. It is a requirement that an Experienced crew fulfil this critical duty in the safe running of an Event, within the scheduled timetable as set out. Experienced does not necessarily mean ex- or current rally driver(s). These cars must drive the whole route of the rally and are to be treated as competitors by all the control officials.

- 1) The Duty of Car no 0 is the Final check of the stage and final warning that the special stage is about to start. It is equipped with a radio marshal and a mobile telephone. The Road Book and Time Card must be used and followed strictly. **Pace Notes or Safety Notes may not be used.**
- 2) The 0 car, will run each special stage between 20 and 40 minutes before the first car is due to start, according to the length and particulars of each special stage.
- 3) The Main duties of Car No 0 are to:
 - a) Check that Marshals are in the correct position;
 - b) Check that Marshals are setup and ready to operate;
 - c) Check that Timing equipment is in full working order.

- d) Check that Timecard entries are correct and in the correct place;
 - e) Check If Any errors in the Road book exists;
 - f) Confirm Ambulance at start of the stage (and any other position as required);
 - g) Check that all access roads closed off, and that all route markings are in place and correct.
 - h) Check that Emergency roads are not blocked by public or other vehicles, in case of an accident where the ambulance will not be blocked;
 - i) Communicate with Clerk of the Course if the stage is clear, safe and ready
 - j) Inform the Clerk of the Course if the stage is ready to go Live;**
 - k) Inform the Clerk of the Course of any possible changes in the route conditions that need to be communicated to the competitors.
 - l) Communicate any anomalies to the Clerk of the Course directly.**
- 4) The 0 car is not competing in the Rally but is the last safety car before the first competitive car to arrive. It must *not* be driven at the maximum capability of the car and the driver.
 - 5) The 0 car, run each special stage **between thirty (30) and ten (10) minutes** before the first car is due to start, according to the length and particulars of each special stage.
 - 6) The 0 car, will be clearly identified and where possible, flashing lights and / or a loudspeaker to be equipped to the vehicle.
 - 7) When Car no 0 has entered a stage, no public or official vehicle are allowed into the stage. Clerk of the Course has the final say.

319. SAFETY CAR No 00

Compulsory for National Events. May be utilised on Regional and Club events if possible.

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

- 1) The Duty of Car no 00 is the Initial check of the stage and pre-warning that the special stage is about to start. The Road Book and Timecard must be used and followed strictly. Pace Notes or Safety Notes may not be used.
- 2) The 00 car, will run each special stage between sixty (60) and forty (40) minutes before the first car is due to start, according to the length and particulars of each special stage.
- 3) The Main duties of Car No 00 are to:
 - a) Check that Marshals are in the correct position;
 - b) Check that Marshals are setup and ready to operate;
 - c) Check that Timing equipment is in full working order.
 - d) Check that Timecard entries are correct and in the correct place;
 - e) Check If Any errors in the Road book exists;
 - f) Confirm Ambulance at start of the stage (and any other position as required);
 - g) Check that all access roads closed off, and that all route markings are in place and correct
 - h) Check that Emergency roads are not blocked by public or other vehicles, in case of an accident where the ambulance will not be blocked;
 - i) Inform the Clerk of the Course if the stage is clear, safe and ready
 - j) Inform the Clerk of the Course of any possible changes in the route conditions that need to be communicated to the competitors.
 - k) Communicate any anomalies to the Clerk of the Course directly.**

320. SWEEP CAR

- 1) The role of Sweep Car is the last vehicle to enter the stage after the last competitor. The Road Book and Timecard must be used and followed strictly.
 - a. Sweep car runs all special stages after the last competing car, checking any immobilised car within the stage. They report to the Clerk of the Course at Rally Headquarters regarding the situation and condition of each situation they come across.
 - b. Necessary actions should be taken over by Rally Headquarters.

- c. Sweep car must collect incident reports and timecard from any crew retiring from the event.
- 2) Sweep car collects all **documentation** from controls and radio point marshals **and ensures the delivery of documentation to the Timekeeper in Rally Headquarters**. Exception to this rule, If the control marshal can deliver their documentation to the Timekeeper before the sweep will reach the Timekeeper, then it is advised that the sweep car then proceed with the route, and the marshal to hand in his/her documentation at the Timekeeper as soon as possible.
- 3) No stage controls should close unless informed by the sweeping vehicle that it has completed the stage. The authorisation to close is given via the Clerk of the Course.
- 4) Inform Rally Control (HQ) of any cars who have not started the stage before the sweep car enters the stage

321. AMBULANCES

- 1) Ambulances shall be positioned at the start of each **active** Special Stage.
- 2) On stages less than twenty (20) km in length, a suitable “midpoint” Ambulance **may** be included in addition and must be discussed with the Medical Service Provider well in advance before the event in order to facilitate a rapid response to any emergency situation depending on the stage condition. **The location of such midpoints shall be indicated in the Road Book (and Route Notes) and marked by a rally board.**
- 3) For stages over twenty (20) km in length, a suitable “midpoint” Ambulance **must** be included in addition and must be discussed with the Medical Service Provider well in advance before the event. **The location of such midpoints shall be indicated in the Road Book (and Route Notes) and marked by a rally board. Exception to this rule shall only be considered if the medical response vehicle can reach the accident scene under 20 minutes from the start of the stage via a shortcut.**
- 4) Only the Clerk of the Course may authorise the deployment of an emergency vehicle from a mid-point, in which case a red flag will be waived by a third medical member who will stay behind while the other medical members are deployed. This is to indicate the deployment of an emergency vehicle on the stage. No further competitors may be permitted to enter the stage at the start until the stage has been reactivated on the instructions of the Clerk of the Course. The Clerk of the Course must record the time at which the mid-point vehicle was deployed and must report it to the Stewards.
- 5) All competitors already in the stage shall on passing displayed Red flag immediately reduce speed, maintain the reduced speed until the end of the special stage and follow the instructions of any marshal or the driver of the emergency vehicle concerned.
- 6) Competitors may not pass such an emergency vehicle unless it is stationary or unless they are signalled to pass by the crew of such an emergency vehicle.
- 7) A crew that has been shown the Red flag will be given a nominal time for the stage and have lateness ignored, according to **SSR 510 – 514** in the event that the stage is restarted or in the event of its being terminated as the case may be.
- 8) The stage will be neutralised or cancelled by the Clerk of the Course. The stage may only resume once a medic/ambulance is back in position at the start of the stage.
- 9) A suitable ambulance for the terrain must be utilized.

322. RADIO COMMUNICATIONS

1) RADIO CHANNELS

It is recommended to use ICOM VHF radios for communications.

a. Channel 1

Radio Control uses this channel mainly for the Clerk of the Course to ensure safe running of the event. No chitter-chatter.

Only communication allowed on here is:

- Safety Car to relay movements at start and end of stages;
- Readiness of stage start and stage end (marshals in correct place, Ambulance present, etc);
- Communication to stop a stage for emergency purposes;

b. Channel 2

This channel is a secondary channel for HQ communication. If HQ requests times, this is the channel to be used.

Any other communication regarding the event can be relayed here.

2) **RADIO ETIQUETTE**

When using the radio for communications during a race it is important that you obey the following rules.

- a. Speak calmly, clearly and succinctly.
- b. Keep messages short. Please keep the frequency open in case of emergency!
- c. Radio Control will let you know what information they expect from you during the race. Try not to transmit more information than is needed.
- d. When reporting incidents get all the facts together before using the radio to avoid incomplete, confusing and misleading information being relayed to Radio Control leading to the incorrect action being taken.
- e. Inform the person on the other end that this information is sensitive and allow him to make sure it is kept away from sensitive ears before you transmit. Emergency incidents should be communicated by mobile telephone in order to avoid panic.
- f. Be patient. You may not be the only official trying to relay information to Radio Control.
- g. Do not use bad language. You do not know who may be listening at the other end!
- h. Maintain a listening watch on your radio at all times, respond promptly, important information may need to be sent to you or, conversely, needed from you.
- i. Always acknowledge messages by calling in your marshal number when a general broadcast is made.

For example:

Radio Control: "Radio Control to all marshals. The race has started at 13:00h with 137 competitors"

Response: "Mike One Copy"

- j. When calling another official use the following procedure:

Marshal: "Radio Control come in for Mike Three Over"

Response "Mike Three from Radio Control Copy"

Marshal: "Radio Control from Mike 3: the first ten competitors have passed through my point do you want me to relay?"

Response: "Mike Three from Radio Control go-ahead"

Marshal: "Radio Control from Mike Three..."

Position one ... Sierra Papa Nine Zero ... Time ... Zero Nine ... One Two ... Three One

Position two... Alpha One Zero ... Time ... Zero Nine ... One Two ...

Three Seven ...etc. Complete sequence transmission according to chapter 9 below.

Response: "Mike Three from Radio Control ... Copy that. One Zero competitors through your point.

Marshal: "Race Control from Mike Three... That is affirmative. Mike Three Out".

It is important you always end the conversation in this manner.

It is also very important when asked a question, you inform the person on the other end you will get back to him if you cannot answer immediately. You will have to return his call asap!

- k. In the event of an emergency when other marshals are using the radio the response is: "Breaker Breaker this is Mike Two I have an emergency".

All radio traffic should then stop to allow Radio Control to obtain the information from you uninterrupted.

- l. On occasions, the Clerk of the Course might request Radio Control for certain information e.g. vague information regarding a cell phone reported emergency, a missing competitor, where the leaders are, where the tail is etc. Such request takes priority.

Part 4 – RALLY CONTROLS and FUNCTIONS (SSR 400 - 409)

400. CONTROL ZONES

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

- 1) For a control to be manned, the Control Official/s must be within a maximum of twenty-five (25) meters of, and visible from the control sign/s.
- 2) All control officials must be identifiable. At each control, the chief must wear a distinctive bib in order to be immediately identifiable.
- 3) All controls will be indicated by means of approved standardised signs mounted on boards. (SSR 401.1)
- 4) The beginning of a control zone is indicated by control boards with a yellow background. At a distance of no less than ten (10) meters further, the position of the actual control is then indicated by a similar type of board, with a red background. The end of the control zone, approximately ten (10) meters further on, is indicated by a final sign on a beige background with three black transversal stripes.
- 5) Where only one control board is used, the control zone is defined as being ten (10) meters before the control board to ten (10) meters after the control board.
- 6) Inside a control zone, Parc Fermé conditions apply, i.e. between the sign with a yellow background indicating the beginning of the control zone and the beige sign with three black transversal stripes indicating the end of the control zone.
- 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.
- 8) Only the designated crew and/or remaining competitors and / or officials may push the car (in or out) of the control zone.
- 9) Entering ANY control from the wrong direction or reversing into the control will lead to exclusion.
- 10) Taking up a position alongside or ahead of other cars that are stationary in a control will lead to exclusion.
- 11) A competitor who has already entered or clocked in at a control will be deemed to be inside a control zone (even if the vehicle is outside the designated area), except in a Pre-Start Holding area where applicable.

401. TIME CONTROLS

- 1) The control official will record on the timecard, the elapsed hour and minute, at the exact time which it is handed to him. (Refer ASSR 403.4) and ASSR 501)
- 2) The recorded time will be as indicated on the official rally clock at the control.
- 3) The SR's for the event must state the manner in which the times used for scoring will be recorded.
- 4) If a competitor has more than one time of arrival recorded at a control, only the earlier time will be scored.
- 5) The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.
- 6) Control officials may not give competitors any information concerning target check-in times.
- 7) The stopping time within any control zone must not exceed the time necessary for carrying out control operations.
- 8) Any car not able to clear the control zone in the sixty (60) seconds following the signal to do so will incur a five (5) minute penalty (refer Part 10 – Penalties). **ASSR 508.3** could lead to exclusion.
- 9) Crews are obliged to follow the instructions of the marshal in charge of any control. Failure to do so will result in a penalty, which may go as far as exclusion, at the discretion of the Stewards.
- 10) List of Time Controls, but not limited to:
 - Time Control IN - applicable at:
 - Arrival control at Holding area
 - Arrival control at Parc Fermé
 - Arrival control at Start of a Stage (End Road section)
 - Arrival control at Service Park (End Road section)
 - Time Control OUT - applicable at:
 - Departure control at Holding area
 - Departure control at Parc Fermé
 - Departure control at Start of Stage
 - Departure control at Service Park out
- 11) National events: Controls shall be ready to function one (1) hour before the 1st car due time; Club events: Controls shall be ready to function thirty (30) mins before the 1st car due time; This is to ensure the safe passage of the road closing (0) car.

- 12) Unless the Clerk of the Course decides otherwise, the control will cease to operate after the road opening (Sweep) car has been through the control.
- 13) Crews will be excluded for failure to check-in at all controls in the correct sequence of the controls and in the direction of the rally route.
It is also prohibited to re-enter the control zone. Penalty will be exclusion.
- 14) Every competitor on an event, has the right, on request, to see any written or printed matter, records, timecard, etc. pertaining to the event.

15) Time Control Chart

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

402. SPECIAL STAGE CONTROLS

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

403. CHECK-IN PROCEDURE

- 1) Once inside the control zone, crews may not drive excessively slowly or stop without due reason.
- 2) The check in procedure starts when the competitor hands their timecard to the marshal.
- 3) The crew should stop at the red Time Control Board to have their TC Time recorded.
- 4) In case of a delay of the start of a special Stage causing the control zone to be congested, the crew may not overtake any car ahead of them, the Co-Driver will be obliged to approach the Time Control Marshal on foot to hand in their timecard for time recording. It is the responsibility of the crew to proceed to the marshal, the marshal may not leave his/her post.
- 5) The check-in time corresponds to the exact moment at which one of the crew members hands the timecard to the marshal. (Refer ASSR 401.1)
- 6) Then, either by hand or by means of a print-out device, the marshal records on this card the actual time at which the card was handed in and signs the card in the designated place. (Refer ASSR 401.1)
- 7) The target check-in time is the time obtained by adding the allotted time to complete the road section to the start time for this section, these times being expressed to the full minute.
- 8) The crew does not incur any penalty for lateness/early check-in if the act of handing the card to the marshal takes place during the target check-in minute. (Refer ASSR 404.5)
- 9) A crew who checked in early will still be required to start at their designated interval between cars.
- 10) At the time controls at the end of a day, or the end of the event, crews may check-in early without incurring any penalty (These controls must be indicated where applicable). However, the time entered on the timecard will be the target check-in time (time to be nominated by the crew). Lateness still applies at these controls.
- 11) If it is found that a crew has not observed the rules for the check-in procedure as defined above (and especially by entering the control zone more than one (1) minute before the actual check-in time), the Post Chief at the control must make this the subject of a written report to be sent immediately to the Clerk of the Course who will impose an appropriate penalty.

404. LATENESS

- 1) Any lateness exceeding fifteen (15) minutes of any individual target time (fifteen 15 minutes per control)
 -
 - OR
 - An accumulative 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 below examples) 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.

- 2) This 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.
- 3) Exclusion for exceeding the maximum permitted lateness may only be announced at the end of a section OR at the end of a Leg or Round.
- 4) The exclusion time may be increased at any point by the Stewards upon the proposal of the Clerk of the Course. The crews concerned shall be informed of this decision as soon as possible.
- 5) Example of On-Time:
A crew that is supposed to check in at control at 18h58min, shall be considered on time if the check-in procedure takes place between 18h58min '00' seconds, and 18h58min '59' seconds.
- 6) Example of Penalty:
Any difference between the actual check-in time and the target check-in time shall be penalised as follows:
 - For late arrival: ten (10) seconds per minute or fraction of a minute
 - For early arrival: one (1) minute per minute or fraction of a minute.
- 7) Penalties for early arrival at time control shall not be taken into consideration when calculating a lateness exceeding the maximum permitted which will result in exclusion.
- 8) Early arrival shall under no circumstances permit crews to reduce the lateness resulting ultimately in exclusion.

Detailed Lateness Example:

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

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

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

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

- TOTAL PENALTIES COUNTING TOWARDS RALLY TOTAL (ROAD SECTIONS A + B + C)
 - Total penalties (for late and early arrivals):
 - 1 min. 40 seconds + 20 mins. + 1 min 40 seconds = 23 mins. 20 seconds

- 9) 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 card upon arrival at the final control, will be considered a non-finisher.

405. REGROUPING CONTROLS

Regroup areas are subject to Parc Fermé rules.

- 1) Regrouping areas may be set up along the route. Their entry and exit controls shall be subject to the general rules governing the controls. Inside a regrouping area, the engines may be started by means of an external battery. This battery must not then be taken on-board the car.
- 2) The purpose of these regroupings is to enable the schedule to be followed on one hand, and on the other will be to reduce the intervals, which may occur between crews as a result of late arrivals and / or retirements, thus, to regroup the cars still in the rally. The starting time from the regrouping control and not its duration must be taken into account. The stopping time may vary from crew to crew.
- 3) On their arrival at these regrouping controls, the crews will hand the marshal their timecard /s. The crews will receive instructions on their starting time. They must then drive their car immediately and directly to the Parc Fermé. Engines must be stopped. The organisers may give them a new timecard either at the entrance or at the exit of the Parc Fermé.
- 4) After regrouping the starting order should follow, as far as possible, the general classification drawn upon arrival at the regrouping area. If this is not possible, if all the competing cars have not arrived when the first car is due to depart, then cars should start in the order in which they started the previous section.

Detailed Regroup Example:

120 cars at the start of the rally;

Target time for arrival at the regrouping control 08h01;

First regrouping after 4 hours;

Target Restart time from the regrouping control: 12h01.

- a) Target time for the arrival of Car No. 1 at the regrouping control – 08h01;
Target time for the arrival of Car No. 120 at the regrouping control – 10h00.
- b) Actual arrival time of Car No. 1 at the regrouping control – 08h45;
Actual arrival time of Car No. 120 at the regrouping control – 11h50;
(60 cars have retired during this part of the rally).
- c) Restart time of Car No. 1 – 12h01;
Restart time of Car No. 120 – 13h00; (@1 min intervals)
The respective length of stopping time shall be:
- 3hr 16min for Car No. 1;
- 1hr 10min for Car No.120.

406. PARC FERMÉ

A Parc Fermé is defined as a designated, secure, enclosed area where the competitors are obliged to park the cars as laid down in the supplementary regulations. This is an area in which no repairs or actions are possible, except in the cases expressly provided for by these regulations and by the supplementary regulations of the rally. Refer to GCR 252

- 1) Any infringement of the Parc Fermé regulations shall result in exclusion.
- 2) The supplementary regulations shall specify the place(s) where the Parc Fermé(s) will be set up.
- 3) The Parc Fermé shall be of adequate dimensions and security shall be provided at all times to ensure that no unauthorised persons gain access while cars are in the enclosure.
- 4) There shall be a time control at the entry and exit of the Parc Fermé.
- 5) The Parc Fermé shall be reserved for competing cars only.
- 6) The organisers shall appoint officials whose task it shall be to ensure that the Parc Fermé rules are complied with.
- 7) Only the designated crew and / or remaining competitors and / or officials may push the car (in or out) of the control zone. (refer ASSR 400.8)
- 8) Crews may enter the start Parc Fermé only within ten (10) minutes before their published start time.

9) **The cars shall be subject to Parc Fermé rules in the following instances:**

From the moment the cars enter until they exit one of the following:

- a) A starting area - unless specified as a Holding Area in the Supplementary Regulations.
- b) A regroup area.
- c) End of a leg area.
- d) Control Zone (This includes a vehicle/crew that has clocked in and the vehicle is still outside the control)
- e) From the moment a car reaches the final control until the Clerk of the Course, in consultation with the Technical Delegate or Chief Scrutineer, has authorised the opening of the Parc Fermé.

407. THE FOLLOWING RULES WILL APPLY IN PARC FERMÉ

- 1) As soon as the cars have been parked in the Parc Fermé, the drivers will switch off the engines and leave the Parc Fermé. No member of the crew or team members will be allowed to re-enter. No person, except officials of the rally carrying out specific functions, are allowed in the Parc Fermé.
- 2) To leave a Parc Fermé for the start, regrouping halt or end of the leg, the crew shall be allowed to enter the Parc Fermé ten (10) minutes before their start time.
- 3) Unless provided for in the supplementary regulations of the event, no operation, checking, tuning, repairs or refuelling is allowed in the Parc Fermé.
- 4) At the start of a rally, there may be a starting Parc Fermé, to which the cars must be driven a maximum of 4 hours before the start.
- 5) All cars parked in an overnight Parc Fermé must have MSA approved Environmental Mats placed under the engine/gearbox of the car. Additional environmental mats may be carried to the Parc Fermé and handed to the crew to place under the car. The additional mats may be handed back when leaving Parc Fermé.
- 6) Inside a Parc Fermé, the engines may be started by means of an external battery. This battery must not then be taken on-board the car.

408. REPAIRS IN PARC FERMÉ

- 1) Should the scrutineers note that a vehicle is in a condition that is not compatible with normal road use, they must immediately inform the Clerk of the Course thereof.
- 2) The Clerk of the Course may request that the car be repaired with the possibility of outside help inside Parc Fermé.
 - a) In this case, the time used to carry out the repairs will be considered as the same number of minutes of lateness recorded in a road section (one (1) minute per minute or fraction of a minute). The time will, therefore, be taken into consideration for the calculation of possible maximum lateness. Time spent on repairs may not exceed the maximum permitted lateness.
 - b) If this time is exceeded, the competitor shall be excluded.
 - c) The crew will be given a new start time after the repair, which incurs a penalty.
- 3) By way of exception to ASSR 408.2, the Chief Scrutineer/Technical Delegate may grant written permission (with the approval of the Clerk of the Course) for the car to be repaired in the Service Park following immediately after the Parc Fermé. The car must be repaired to the satisfaction of the scrutineers before it leaves the service park. Time penalties are still applicable.
- 4) By way of exception to ASSR 408.2, the Chief Scrutineer/Technical Delegate may grant written permission (with the approval of the Clerk of the Course) for the following repairs to be carried out by the crew under the supervision of a competent marshal in the Parc Fermé without penalty IF the repairs is completed before their start time:
 - a) Change a punctured or damaged tyre using the equipment on board.
 - b) change the windscreen with the possibility of outside help.
 - c) It is permissible to repair the body shell to fit the new windscreen, however any damage to the safety cage will result in exclusion.
- 5) If a vehicle is unable to move under its own power to the entrance or exit of a Parc Fermé for the start, time control, regrouping halt or end of leg, it may be pushed by the relevant officials and / or member/s of the crew and Any other crew member/s still in the event.

409. PRE-START / RESTART

Before the Start and possibly the Restart, the organisers may assemble all the competing cars in a starting area, according to the rally programme published in the Supplementary Regulations.

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

- a) Parc Fermé conditions do not apply to a Pre-Start Holding area.
- b) Team Representatives may bring the competing vehicles into Pre-Start holding areas.
- c) All Cars should be inside the Holding Area a minimum of thirty (30) minutes prior to the start of the event.
- d) Should a vehicle enter the Holding Area after the specified closing time, but within the allowed 15 minutes lateness, a time / monetary penalty will be imposed at the discretion of the Clerk of Course.
Any crew reporting more than fifteen (15) mins late at Holding Area, will not be allowed to start.
- e) The competing vehicle may be worked on, by permission of the Clerk of the Course, using external tools and components not kept in the vehicle, as long as the work does NOT alter the vehicle homologation or legibility as per Scrutineering conditions. Should the Holding area not be sufficient, the Clerk of the Course may appoint an area for the work to be carried out.
- f) Environmental mats must be placed under the engine/gearbox of each rally cars parked in Holding Area. Non-compliance will be reported to the Stewards for action.

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

- a) Parc Fermé conditions apply.
- b) Team Representatives may bring the competing vehicles into Pre-Start Parc Fermé.
- c) All Cars should be inside the Pre-Start Parc Fermé a minimum of thirty (30) minutes prior to the start of the event.
- d) Should a vehicle enter the Pre-Start Parc Fermé after the specified closing time, but within the allowed 15 minutes lateness, a time / monetary penalty will be imposed at the discretion of the Clerk of Course.
Any crew reporting more than fifteen (15) mins late at the Pre-Start Parc Fermé, will not be allowed to start.
- e) The competing vehicle may NOT be worked on.
- f) Environmental mats must be placed under the engine/gearbox of each rally cars parked in the Pre-Start Parc Fermé. Non-compliance will be reported to the Stewards for action.

409.3 Any late arrival, ascribable to the crew, at the start of the rally or of a leg, or section, shall be penalised by 10 seconds for every minute or fraction of a minute late. All crew's actual starting times will be entered on the timecard and new starting positions and times will be determined by the Clerk of the Course. The minimum interval between competing vehicles must, however, be maintained. Any crew reporting more than 15 mins late, will not be allowed to start.

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

Part 5 – GENERAL RALLY FUNCTIONS (ASSR 500 - 521)

500. DEFINITIONS AND EXPLANATIONS

500.1 Round: One Day rally without an overnight stop

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

Event: Rally with single or multiple Rounds or Days

500.2 Section

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

b) A section will thus be defined as parts of a rally between:

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

ii) *two successive Service Park exits;*

iii) *the last Service Park exit and the finish of the rally (Parc Fermé).*

500.3 Open Sections

The routes between two consecutive time controls are called open sections. These are non-competitive sections abiding by the rules and regulations of the road being used.

500.4 Rally Time & Distance Schedule

The *Time & Distance* Schedule will be a summary of the rally route with exact scheduled times of the event to take place. A *Time and Distance* Schedule must be available to competitors no more than one week before the start of the rally

500.5 Neutralisation

The time during which the crews are stopped by the rally organisers for whatever reason

500.6 Special Stage

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

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

c) During these special stages, crew members must wear approved crash helmets, race suits and specified underwear, Frontal Head Restraint devices and safety harnesses must be fully secured. All the belts of the safety harness must always be properly fastened during competitive sections and on public roads (During public roads the belts may have some slack but always fastened).

d) Exceptions are allowed in the case of recovering from an incident which is accepted as a bona fide incident by the Stewards of the Meeting. Failure to comply with the above will result in exclusion.

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.

f) A competitor shall be excluded if he/she is towed or pushed by any other vehicle on the whole or part of the route except by a vehicle provided for that purpose by the organisers. 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 (or if a vehicle is recovered using a non-competing vehicle, with permission from the Clerk of the Course, in order to enter Super Rally - refer ASSR 516.3)

500.7 Super Special Stage

A special stage designed for spectator viewing with the possibility of more than one car starting at the same time. The Organising of a super special stage is optional. A separate safety plan must be submitted for such super special stages. The starting order of a super special stage is entirely at the discretion of the organisers. However, the organisers must detail the procedure in the supplementary regulations.

501. TIMECARD

- 1) At the start of the rally, each crew is given a timecard. The Crew is solely responsible for its timecard.
- 2) The same timecard issued to the crew at documentation must be presented at every control and handed in at the end of the rally or Retirement.
- 3) Timecard are intended for the signatures and entry of times by the appropriate control official / marshal at the different control points on the route. Any alteration / manipulation made to an entry on a timecard will result in exclusion unless authenticated by an appointed control official. (refer Part 4 – Controls)
- 4) Only Allotted times reflected on the timecard may be amended by the competitor according to a numbered bulletin. Allotted times for any section may be amended by bulletin which will have the effect of amending the Road Book, the timecard and the Time and Distance Schedule.
- 5) The crew alone is responsible for submitting the timecard at the different controls and for the accuracy of the entries.
- 6) The allotted time allowed to cover the distance between two consecutive time controls shall appear. Allotted times given in the timecard will have precedence over those given in the Road Book and Time and Distance Schedule.
- 7) A section on the timecard for the competitor to calculate target times shall be provided.
- 8) The back page of each book of timecard will contain an incident report form that must be completed and handed in with the timecard (Unless an online Incident report form link has been sent).
Save in a case of force majeure, any crew failing to comply will be liable to a fine (R 1,000) as per Part 10 - Penalties
- 9) The absence of a signature from any control, or the absence of a time entry at a time control, will result in a penalty (refer Part 10 – Penalties) for each missing signature or time entry provided the competitor's times and passage can be verified by other means.
- 10) Any divergence between the times entered on the competitor's timecard and those entered on the official documents of the rally will form the subject of an inquiry by the Stewards who will deliver a final judgment.
- 11) Crews are obliged to have their passage checked at all points mentioned on their timecard and in the correct order. Failure to do so will result in exclusion.
- 12) Any competitor who withdraws from a rally must hand in this timecard and incident report to the nearest official. Failure to do so will result in disciplinary action which may go as far as not allowing the competitor to start any more events.
- 13) The times recorded on the timecard by the appropriate marshal will be expressed in hours, minutes, Except at End Stage (Stop) Controls where the time will be expressed as hours, minutes, seconds, (1/10 second where applicable).

502. ROAD BOOK

All senior officials must have access to a copy of the event Road Book.

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

503. RALLY ROUTE

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

The Road book and the Time & Distance Schedule shall correspond.

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

- 503.1** Unless otherwise advised in the SR's of the event, all special stages are regarded as a secret for a period of 3 months prior to the start of the rally. During this period all forms of unofficial reconnaissance, testing and practicing are strictly forbidden and may lead to exclusion.
- 503.2** *Reserved*
- 503.3** Should a Club event be held during the three (3) month period prior to a National Rally and uses the same roads as the intended National, the Club event organisers should apply for a waiver to the NRC on behalf of the competitors. The onus rest on the competitors to follow up on such request.
- 503.4** **Deviation** from the route occurs where the car leaves the obvious confines of the roadway with all four wheels and an advantage may have been gained on a special stage and reported by a Judge of Fact of the event, will be penalised by twenty (20) seconds per incident. This penalty does not exclude the possibility of heavier penalties being imposed, especially if the offence is repeated.
Shortcuts are not permitted, and a crew shall be deemed to have left the designated route in the event that the car leaves the obvious confines of the roadway with all four wheels.
- 503.5** In the event of the Clerk of the Course, on reasonable grounds, determining that the crew have failed to follow the route, in contravention of clause **ASSR 503.4**, and thus applying any penalty, the onus shall rest upon the crew to prove that they have followed the route without deviating from the prescribed route. Front and rear in-car camera footage may be accepted as evidence of the actual route followed by the crew. Third party video evidence as well as tracking data may be included for investigation.
- 503.6** Should a transgression regarding deviation from the prescribed route, as well as damage to property, such as but not limited to fences and gates, be discovered after the finalisation of all formalities of that rally and in particular confirmation of the rally results, the Clerk of the Course may call for, and scrutinise individual competitor's in-car camera footage to establish whether any transgression of the rules is apparent by that competitor who may have deviated from the route, or damaged a landowner's property in any way during that rally. Third party video evidence as well as tracking data may be included for investigation.
- 503.7** If proved guilty, The Clerk of the Course of the rally may impose a time penalty (**refer ASSR 503.4**) on the competitor for the NEXT round of the same Rally Championship in which they enter and compete. This time penalty will be added to the race time of that competitor on the next event at the start of the rally. In addition, **ASSR 503.9** will also apply.
- 503.8** Competitors will be advised of any investigation of possible deviation / shortcutting / damage to property as soon as possible. The onus is on the competitor to prove innocence and should clear evidence not be available, the Clerk of the Course may apply the specified penalty carried over to the next event. A hearing will be held at an agreed-to time and place, where all evidence will be viewed and heard, and the penalty may be imposed. Competitors' normal rights of protest and appeal still apply. Refer to Part 7 - PROTESTS.
- 503.9** Damage to landowner property may also have to be paid for by the perpetrator. In the event of damage to property discovered and not noted on an Incident Form by the responsible crew, the harshest penalty will apply. **Refer ASSR 509.2.**
- 503.10** Where a gate is created by positioning arrows on either side of the designated route, competitors shall be obliged to pass through the gate.
The Clerk of the Course may apply such penalty as they may consider appropriate on competitors who are adjudged to have deliberately knocked down route markers particularly where this conduct is repeated. The onus shall rest upon the crew to prove that they have followed the route without knocking down route markers. Front and rear in-car camera footage may be accepted as evidence of the actual route followed by the crew.
If the transgression is discovered after the event and publishing of results, the penalty may be added to the next event the competitor enters and starts.

- 503.11** At points along the route, where it may be possible to gain an advantage by taking shortcuts, the organisers may take measures to prevent deviation of the route, by instituting measures that may include the placing of judges of fact, cameras, tracking systems and obstacles which will be defined in the Road Book.
- 504. RECONNAISSANCE**
- The ARC will allow a One Pass reconnaissance of the route if the organisers supply a set of safety notes, a Two Pass reconnaissance will be allowed on events where the organiser does not supply Safety Notes, run strictly as per the SR's of the event.
- 504.1** If the SR's for the event allow the controlled making of route notes by the crews, or by an authorised service provider, which may include VIDEO footage, using standard production-type vehicles while respecting the Road Traffic laws and the landowners. These route notes will be permitted on events but have no official status nor do they override any instruction given in the Road Book. Refer **ASSR 502**.
- 504.2** More than one crew entered for the event may share a vehicle during reconnaissance, with the permission of the Clerk of the Course.
Only bona fide competitors may partake in the reconnaissance, no passengers allowed.
- 504.3** Reconnaissance must take place within the timetable (open and closing time of each stage) and sequence as specified in the reconnaissance schedule.
Participation in reconnaissance is not compulsory.
- 504.4** During reconnaissance, there shall be control marshals at the start of each special stage to record the number of passages, although further checks may also be carried out within special stages.
- 504.5** The maximum speed limit of sixty (60) km/h is imposed on all special stages during reconnaissance, although the organiser is free to specify a lower speed in the regulations. A system of monitoring the speed, route conformity and position of reconnaissance cars during a reconnaissance of special stages by means of GPS tracking devices may be used together with conventional speed monitoring devices.
- 504.6** The starting order and interval will be determined by the Clerk of the Course and will be based on the preliminary Start List. If a competitor is not in his/her correct position, he/she will fall back in the start order and may not make up positions within that specific stage. Subject to a competitor allowing another competitor to pass in the stage or a competitor being delayed during liaison, where possible the initial start order is to be retained for the duration of reconnaissance.
- 504.7** In the event that a competitor is unable to maintain consistent speed over the stages for whatever reason, such competitor may elect to move over and allow the following competitor to pass so as not to unduly impair the progress of this competitor. This revised road order should ideally be maintained for the remainder of reconnaissance.
- 504.8** It is emphasised that reconnaissance is not practice. Competitors are reminded that the stages are open to the public during reconnaissance and therefore traffic from the opposite direction should be anticipated at any time. All road traffic laws must be strictly adhered to throughout reconnaissance and the safety and rights of other road users, as well as the landowners, must be respected. Competitors are also expected to be courteous towards one another and do whatever they can to ensure all competitors have an opportunity to complete the reconnaissance without being unduly impaired.
- 504.9** While on the stages the following actions will be penalised: -
- Driving in the opposite direction to the stage, including reversing in the stage;
 - Stopping in the stage without due consideration for the following competitors;
 - Exceeding the maximum speed limit for the reconnaissance (especially repeatedly).
 - Driving without due consideration for other road users or competitors;
 - Found to have done more than the prescribed number of passes;
- Penalties shall be at the discretion of the Clerk of the Course and may go as far as not permitting the competitor to start the rally based on the severity of the offence.

504.10 Reconnaissance Vehicle

The use of a rally car or purpose-built reconnaissance vehicle is prohibited unless otherwise specified in the Event Regulations.

505. SEEDING

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

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

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

Example:

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

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

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

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

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

A three percent (3%) variance will be the guide to discard anomalies.

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

Note: the 3% rule (1.03) will discard data if less than 1.04, OR more than 1.10 in this example.

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

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

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

- 6) **Exceptions to the rule**, if it is a gravel event predominantly - Tarmac stages or shopping mall type gymkhana stage's individual stage seedings will be discarded in the calculation of the "Event Seeding".
- 7) To accurately gauge a competitor's "Overall Seeding". The last event completed will be added to the driver's previous event completed, and the average value calculated.

Example:

Event 1, Event Seeding = **1.151**

Event 2, Event Seeding = **1.068**

- 8) The sum of $1.151 + 1.068$ is 2.22, this value to be dived by 2 to calculate the competitor's latest Overall Seeding. ($2.22 / 2 = 1.11$)

Thus, the Driver's latest Overall Seeding will be **1.1095**

- 9) In the case of when a new Car and/or Driver combination enters an event, it is up to the Clerk of the Course discretion where to start such an individual/pairing.
- 10) The New driver/car combo will start fresh with a *NEW* Overall Seeding and the previous Overall Seeding with a previous car will be discontinued until the Driver/car combo is reunited at a later period.
- 11) A Maximum period for Overall Seeding records will be three (3) years. After three (3) years if no events have been entered, a competitor will start fresh as per above point.

506. START ORDER AND SEQUENCE

- 1) The starting order will be published on the official notice board as early as possible or a minimum of thirty (30) minutes before the start of a rally.
- 2) The starting order will be based on Seeding.
- 3) For any new driver / car combination, the Clerk of the Course may decide on grounds of safety in what position to start the crew. The onus will be on the crew to notify the Clerk of the Course of the new combination.
- 4) The starting order for subsequent days will be determined according to the final classification as published at the end of the day. Any lateness or penalties will be ignored for the purposes of determining this classification. Protests received disputing the results will be heard by the Stewards of the meeting, and their decision will be final.
- 5) Any obvious anomaly caused by this regulation will be ruled on by the Clerk of the Course.
- 6) On one-day events, organisers may allow for a mid-event regroup of at least the top seven (7) cars on performance.
- 7) A Qualifying Stage may be incorporated on the Program of the event to assist in determining starting order in conjunction with the Existing Seedings available.

507. START TIME INTERVALS

- 1) At the start of the rally and of each section, the organisers will schedule the start of the competitors at intervals of at least one (1) minute.
- 2) This interval must remain the same for all crews unless the Clerk of the Course decides to vary this time for safety reasons.
- 3) An additional time interval may be imposed based on Safety grounds between competitors by the Clerk of the Course. This must be done so in writing.

508. STARTS OF SPECIAL STAGES

- 508.1** When the car with crew aboard has stopped at the start control, the marshal will enter the time scheduled for the start of the car in question on the timecard (hour and minute). The marshal will hand the timecard back to the crew.
- 508.2** When Rally-time clocks are in use, the control official will enter the SSS time into the clock which will then display by means of a digital readout counting down from fifty-nine (59) seconds with the competitor starting on zero seconds.
Should Rally-time clocks not be in use, or fail before the SSS time, the control official will count the competitor down by appropriate hand signals to indicate the time remaining to SSS time.
- 508.3** Any competitor who, by his own choice, makes no attempt to start a special stage at his due time and/or attempts to have his SSS time amended to a later time, shall be reported by the control official concerned and may be excluded by the Clerk of the Course. See **ASSR 401.2**
- 508.4** The times recorded in the memory of the Rally-time clock will be used to determine if a jump / false start has occurred or to resolve other timing discrepancies. A Back-up Marshal camera may also be used to judge a jump / false start.

- 508.5** Times recorded on the competitor's timecard will be used for scoring a competition. However, if there is a discrepancy between the times on the competitor's timecard and the control official's sequence sheet and/or the clock memory, the Clerk of the Course will make a ruling, taking all evidence into account, regarding which of the times will be used for scoring purposes.
- a) Repeated reports of discrepancies in the times recorded by an individual competitor will result in him/her being reported to MSA for possible further investigation and action.
- 508.6** The onus rests with the competitor to go to the official clock in the control, if he requires verification of a time recorded and not for the control official to bring the clock to the competitor.
- 508.7** It is forbidden to overtake another competitor between the flying finish and stop control unless that competitor is stationary and unable to proceed further immediately. In the event of a competitor overtaking another competitor in such circumstances, he shall be obliged to bring it to the attention of the control official at the stop control and if possible, provide the number of the car which has been overtaken.
- 508.8** The start of a special stage may only be delayed in relation to the scheduled starting time by the appropriate marshal after he has obtained approval from the Clerk of the Course.
- 508.9. A false start**, particularly one made before the signal has been given is penalised as follows:
1st offence ten (10) seconds
2nd offence one (1) minute
3rd offence three (3) minutes
These penalties may be imposed without the necessity of a hearing in terms of GCR 175 and become effective upon the earlier of written notification of penalty or the publication of any set of provisional results reflecting such penalty.
Further offences: at the Stewards' discretion. These penalties do not prevent the Stewards from imposing heavier penalties if they judge it necessary. **Also refer ASSR 508.4**
- 509. ACCIDENTS AND INCIDENTS**
- 509.1** Competitors shall report to the organisers in writing (Incident Report Form) if, during the competition, they have been involved in an accident involving any other person or their property/or an incident where damage to the landowner's property, fencing, poles, gates etc. and failure to do so will result in exclusion from the event and a report being made to MSA for further disciplinary action to be taken.
- 509.2** It is forbidden for competing vehicles to be completely abandoned on special stages. At least one (1) member of the crew, if medically fit, must remain with the vehicle until the same is removed from the special stage. Any contravention of this regulation will be penalised in accordance with the Supplementary Regulations.
- 510. STOPPING OF A SPECIAL STAGE NOT COMPLETED**
- 510.1** When a special stage must be definitively stopped for any reason whatsoever before the last crew has covered it, the Clerk of the Course will classify the crew/s which have been affected by the circumstances of the interruption with the slowest time set in its class before the termination. Should there be no classified finishers in that class, the next higher class will be selected, and so forth.
- 510.2** Should the Stewards consider the slowest time set as abnormal; they may select a scratch time from one of the four other slowest crews (which seems the most suitable) and apply the scratch time to all crews affected.
- 510.3** However, no crew which is totally or partially responsible for stopping a stage may benefit from this measure. They will be given the time which they may have set if this is greater than the scratch time awarded to the other crews.

511. DELETION OR CANCELLATION OF STAGES COMPLETED

- 511.1** The Clerk of the Course may delete / cancel part of the course or competition, or ignore any lateness or penalty incurred, or ignore part of the records of the competition in the case of unforeseen circumstances which could be unfair to competitors, subject to the consent of the Stewards of the event or if he is so instructed by them.
- 511.2** A competitor may only object to such action by way of an appeal since the Stewards are a party to such action by the Clerk of the Course. The appeal shall be lodged within the time specified in **Part 7 - Appeals**.
- 511.3** Any action taken cannot be reversed by an appeal court merely because the court may have considered taking different actions under the circumstances.
- 511.4** The appeal court must uphold the action unless it is satisfied that the action taken was wholly unreasonable and in bad faith or that the officials concerned failed to ascertain the facts and to use their initiative to solve the problem in a more acceptable manner.

512. COMPENSATION FOR COMPETITORS / CREWS RENDERING ASSISTANCE

- 512.1** Competitors, who render “bona fide” assistance in complying with the foregoing instructions relating to the use of medical boards, shall not suffer serious prejudice because of their actions. However, the onus shall be on the competitors concerned to prove that bona fide assistance was rendered. Substantiation in this regard will normally be required from the accident victims, fellow competitors or rally officials.
- 512.2** Depending on the circumstances for the stage involved:
The Clerk of the Course may decide the appropriate way for compensation:
- a) The Competitor / Crews rendering bona fide assistance shall be credited with a time for the stage involved, calculated on the basis of their average percentage performance over their three best stages of the event over similar surfaces. Performance is measured as a percentage of their own time against the fastest time overall on each of these three stages.
 - b) Alternatively, if the Clerk of the Course is able to definitively determine the actual delay affecting each of the affected competitors, by reference to tracking information, such actual delay may be credited at the discretion of the Clerk of the Course.
 - c) **Ctrack or other** tracking data may be used to determine how much time was lost.
- 512.3** Any additional lateness proven to have been incurred shall be treated as dead time.

513. IMPOSSIBLE TIMES

- 513.1** The Clerk of the Course may, at his sole discretion, adjust any special stage time that is deemed to be impossible. The offending crew will be accorded a time 10 seconds per kilometre or part thereof slower than the fastest car in the same class. If this is the only car left in the class, then the class below is taken.
- 513.2** Alternatively, the offending crew will be credited with a time for the stage involved, calculated on the basis of their average percentage performance over their three best stages of the event over similar surfaces. Performance is measured as a percentage of their own time against the fastest time overall on each of these three stages.
- 513.3** If this is not possible, the Stewards will decide.

514. FORCE MAJEURE

No allowance will be made for errors or penalties incurred due to obstruction or force majeure unless recommended by the Clerk of Course and Sporting Delegate.

515. OVERTAKING

- 1) It is forbidden to overtake another competitor between the flying finish and stop control unless that competitor is stationary and unable to proceed further immediately. In the event of a competitor overtaking another competitor in such circumstances, he shall be obliged to bring it to the attention of the control official at the stop control and if possible, provide the number of the car which has been overtaken.
- 2) Any competitor receiving a signal from another competitor or official who wishes to overtake shall immediately, or as soon as road conditions permit, afford the overtaking car the opportunity to pass.
- 3) Deliberate attempts to prevent passing or not to afford reasonable opportunity for doing so may cause the offending competitor to be excluded by the Clerk of the Course.
- 4) At the same token, the competitor who wishes to overtake may not take matters in their own hands and force a competitor off the road, the penalty could lead to as much as exclusion.
- 5) Any obvious anomaly caused by this regulation will be ruled on by the Clerk of the Course. All evidence to be presented to the Clerk of the Course.

516. SUPER RALLY

- 516.1** Super Rally rules shall apply to all ARC Club Championship events.
- 516.2** Each rally shall be divided into a minimum of 2 sections by the organizers and be clearly shown on the rally itinerary. Sections will be determined by the Controllers at their discretion.
- 516.3** Should a competitor be unable to continue on any section of a rally as a result of being time barred or through mechanical or other failure, they may request permission from the Clerk of the Course in writing to restart the rally from the start of the following section. A competing vehicle may be recovered using a non-competing vehicle and will thus not be subject to outside assistance (refer ASSR 519.3), but it is important to note that the vehicle/ crew will be classified under Super Rally rules.
- 516.4** The competitor will be required to present their vehicle for re-scrutiny to the Scrutineers (normally at a Service Park).
- 516.5** Should a competitor be excluded he/she may NOT continue under Super Rally.
- 516.6** The Clerk of the Course will allocate a new start time or start position.
- 516.7** A competitor qualifies for a Super Rally scoring if:
- a) The vehicle has started all Sections;
 - b) Only one (1) section of the event is incomplete.
- 516.8** If a competitor retires in more than one (1) Section, he/she will be declared a Non finisher. A competitor that is declared a non-finisher, will not have any stage times for the stages missed.
- 516.9** A competitor not completing a stage, will be allocated a time for that stage of the fastest competitor in their class plus a five (5) minute penalty if Super Rally applies (see ASSR 516.7). For clarity, Clubmans Challenge do not score individually; example – the fastest ARC three (3) stage time will be used, not the fastest ARC three (3) Clubman Challenge if the super rally competitor is in ARC three (3) Clubmans Challenge.
- 516.10** Should there be no other competitor in the relevant class then the time of the fastest competitor in a lesser class shall be allocated.
- 516.11** Failure to complete the final road section, i.e. after completion of the final stage of that section. The competitor will be scored as if the competitor did not complete the final special stage i.e. the competitor's last stage time will be scrapped and replaced with a time as per ASSR 516.9. If the competitor has completed all the stages and not have retired in a previous section, the crew will be included in Super Rally. If the competitor retires in a second section, they will be classified DNF.
- 516.12** In terms of the final results for an event, No Super Rally finisher may be classified higher than another competitor who has completed the full race distance.
- 516.13** Championship points will be allocated to Super Rally competitors included in the final results, by allocating points normally and then reducing such points by one half.

517. RESERVED

518. RESULTS AND CEREMONIES

518.1 Results

The results are established by adding together the times taken during the special stages and the time penalties incurred. During the rally, the classifications to be published will be the following:

- a) *Unofficial classification* distributed by rally control during a day;
- b) *Partial unofficial classification* published at the end of a day;
- c) *Partial official classification* published at the end of a day;
- d) *Provisional final classification* published by rally control at the end of the rally;
- e) **Final official classification** approved by the Stewards;

The time and place that the partial unofficial classifications, the provisional final classification, and the final official classification will be posted must be specified in the Supplementary Regulations.

Day 1 results will become final at a time and place stated in the Supplementary Regulations. If this is not possible by 20h00 **on the same day**, all the cars for which results cannot become final must be suitably marked and results posted. These results are then subject to protest on day 2. For the remainder of the cars, day 1 results then become final.

In the case where external measures (videos, tracking, etc) were used for judging transgressions, example: shortcuts, deviation off route, jump starts, stopping, and more, the Provisional Results will be posted as stipulated, BUT the Final Results will be posted once the Clerk of the Course has viewed ALL evidence *if so required*.

The Provisional Results Must stipulate that final results are pending an investigation of video material.

The Clerk of the Course will have a maximum of 72hours to conclude his investigation from posting of Provisional Results. The transgressions must be shared with the offending crew immediately when known, and they have to physically or digitally sign the document issued by the Clerk of the Course. A new Provisional Result must be posted and only the crews affected may protest by the change in results, no other protests will be entertained. Results to become FINAL after twenty-four (24) hours of posting the new Provisional Results.

518.2 Ceremonial Podium and Prize Giving

A ceremonial podium presentation may be held for media and publicity purposes, on the time specified in the Rally Programme. For this ceremony provisional results may be used.

The Official Prize Giving will be held once the results are final. This function will take place at the time and venue published in the Supplementary Regulations of the event.

519. SERVICING TIME

- 1) A minimum service time of twenty (20) minutes is recommended for all service parks where possible, except for a tyre specific service (ten (10) minutes);
- 2) Minimum service time of ten (10) minutes is recommended immediately after an Overnight Park Fermé.

519. SERVICING - REFUELLING – REPAIRS

519.1 Unrestricted Servicing is only allowed in the service park.

519.2 Outside the Service Park, only the members of the crew and bona fide fellow competitors still competing may perform repairs and may use only materials (Solid or Liquid), spare parts, tools or equipment carried in the competing cars.

519.3 Outside assistance:

- a) Service vehicles or any other vehicles accompanying a competing vehicle on a Special Stage, or Open Section will result in **Exclusion**. Especially if the vehicle is providing parts or services for the competing crew / car.
- b) **Allowed** outside assistance: spectators or members of the public may help the crew / vehicle that has suffered a roll over, or overshoot, or to move the vehicle from a dangerous position after an accident, or to clear the stage for following competitors.

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

- 520.4** The transfer of any electronic data, related to any of the competing **vehicle** operating systems, to or from the car by any means whatsoever, and will only be permitted inside the service park.
- 520.5** Passing food, drink, and information verbally, by two- way radio, telephone or written to competitors is permitted without any penalty.
- 520.6** Tools, spares and spare wheels may not be removed from a competing vehicle other than in service parks or service areas or for purposes of replacing a flat tyre or carrying out repairs to the car.
- 520.7** Service parks will be indicated in the Road Book and Time and Distance schedule with a time control at the entrance and exit, the speed of cars in the service park may not exceed 30 km/h. Only service vehicles, and Official vehicles clearly identified by means of "Service" or "Official" panels will be allowed into the service park. The panels, which must include the competing car's number, must be fixed on the right-hand side of the vehicle.
- 520.8** It is a requirement for each team to have one fire extinguisher per rally car in the service area, visible and within easy reach of the car whenever the rally car is in its demarcated service area. The fire extinguishers shall be nine (9) kg, dry chemical powder (DCP), mono-ammonium phosphate (MAP) powder for class A, B, & C fires. The extinguishers shall comply with SABS 1910 and shall be serviceable with the required inspection tags up to date. Non-compliance may lead to a fine of up to one thousand rand (R1000-00) applied by the Clerk of the Course.
- 520.9** A gas braai or similar for the purpose of cooking food will be allowed on condition that the necessary precautions are observed. A minimum distance of five (5) meters from any fuel or oil source must be kept. No Open Fires. An area will be designated by the Service Park Manager where a gas braai may be set up by the team. The team will be responsible for supplying a five (5) kg fire extinguisher. A team member must be in attendance at all times when "gas braais" are in operation.
- 521. REMOTE SERVICE ZONES (RSZ)**
Remote service zones must be fully demarcated with a control point and taped off and allow only the competing cars into the demarcated area. The service teams will be stationed adjacent to the demarcated area.
- 521.1 Equipment and Tools**
Allow for the changing of tyres, or components supplied from a service vehicle and using equipment and tools contained in the service van;
- 521.2** Only team authorised personnel, Rally Officials, and media with the appropriate passes will be allowed inside.
- 521.3** For one car, the crew plus up to two (2) team personnel. These team personnel shall remain the same while the car is in the zone.
- 521.4** For entrants running multiple entries, the crew plus up to two (2) team personnel per car. These team personnel may be exchanged between cars within the zone provided that the number working on the car at any one time does not exceed two (2) in addition to the crew.
- 521.5** Team personnel must be clearly identified by means of a pass (which may take the form of an arm or wrist band or any other means of identifying the personnel).
- 521.6** The zones must be scheduled so that the same team personnel can attend these zones and the service park when using a provided recommended route.
- 521.7** Any equipment or parts from the car may be left in the RSZ and removed after the departure of the car.
- 521.8** Re-fuelling from containers carried in the service vehicle is permitted in an RSZ in the event that the event does not provide dedicated refuelling zones. Empty containers must be removed
- 521.9** A fire extinguisher of a minimum of five (5) kg must be placed in close proximity to the refuelling point of the car during the refuelling process.
- 521.10** One (1) vehicle pass per competing car will be issued by the organiser for the transport of team personnel and eligible equipment and tools to the RSZ.
- 521.11** The intention to use a remote service zone must be stated in the events SR's or by Event Bulletin

521.12 Environmental Mats / Groundsheets MUST be used at all times when servicing vehicles, or within Parc Fermé etc.

522. REMOTE REFUEL ZONES

Where remote refuel zones are established in terms of the supplementary regulations:

522.1 The start and end of the refuelling zone must be established by a control point, with time controls, and stipulated refuel time.

522.2 The only work permitted will be the replenishment of fuel, from containers carried in the service vehicle.

522.3 The replenishment of drink containers is allowed.

522.4 Additionally, where the SR's of the event permit, tyres may be changed with tyres supplied from a service vehicle using jacks, chassis stands, ramps, wheel nut spanners, and/or torque wrenches supplied from the service vehicle.

522.5 A Marshall must be present at the refuelling point.

522.6 Environmental Mats / Groundsheets MUST be used at all times when servicing vehicles, or within Parc Fermé etc.

522.7 A fire extinguisher of a minimum of five (5) kg must be placed in close proximity to the refuelling point of the car during the refuelling process.

Part 6 – SAFETY AND EQUIPMENT (ASSR 600)

600. SAFETY AND EQUIPMENT

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

600.1 Use of Equipment

During special stages, crew members must wear fastened approved crash helmets, race suits and specified underwear. Frontal Head Restraint devices and safety harnesses must be fully secured. All the belts of the safety harness must always be properly fastened during competitive sections and on public roads. During public roads the belts may have some slack but must always be fastened when the vehicle is in motion except in service park /area or entering service areas after a waiting period.

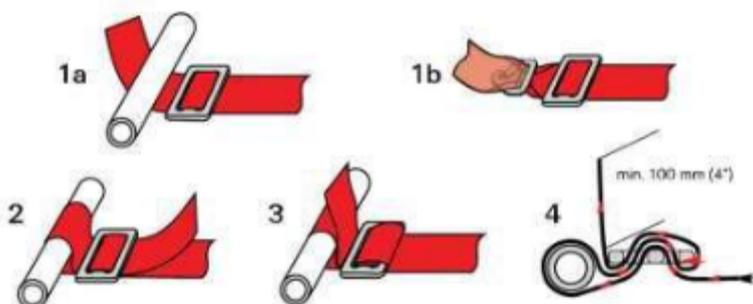
600.2 Competition Seats

- All homologated cars competing must be equipped with the FIA approved seats complying with FIA Standard 8855-1999 or 8862-2009. Note: ARC vehicles do not have specific homologations.
- For all other classes in rallies, it is highly recommended that cars be fitted with FIA approved competition seats. From 2027, the limit for use is up to a maximum of ten (10) years after manufacture.
- Seat anchorage points and supports must comply fully with FIA Appendix J Art 253 Art 16. It is compulsory that cars be fitted with a minimum 10.9 grade bolts for anchorage.
- All of the above must be in a condition acceptable to the Technical Delegate and / or Scrutineer.

600.3 Safety Harnesses

Refer GCR 239.D.

- A safety harness approved to FIA Standard 8853/2016 (five (5) or six (6) point safety belts) is mandatory in Class S2 and S4.
- For all other classes, a minimum of a four (4) point belt FIA (Standard 8854/1998) and SFI approved harness must be fitted. Please refer to 239 D.
- The limit for use for all classes is five (5) years after the validity date indicated on the Manufactures attached label. The extension is subject to approval following an inspection by the Distributor or Technical Consultant.
- The safety harness installation must conform to the requirements of FIA Appendix J Art 253 Article 6.2 A safety harness must be used in its homologated configuration without any modification or removal of parts, and in full conformity with the manufacturers' instructions, including the correct indexing of anchor eye-bolts and the use of split pins to secure the Hook Bracket Latch.
- The belts should be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight. Harnesses should also be replaced if metal parts or buckles are bent, deformed or rusted. Any harness, which does not function properly, must be replaced.
- Take note of the following diagrams for correct fitment of safety harnesses.



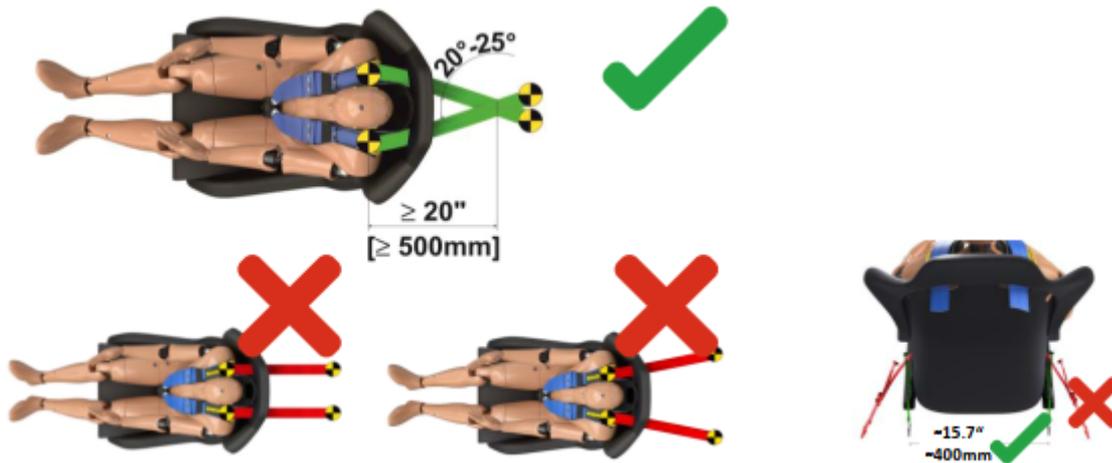
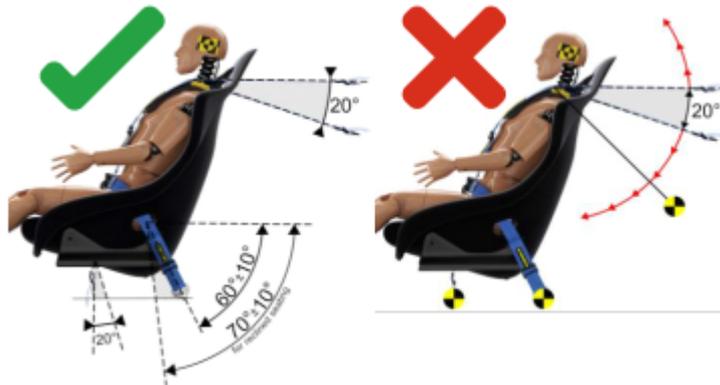
TYPES OF LABELS & EXPIRY CONTINUE

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



MSA TRAINING MATERIAL TECHNICAL CONSULTANTS & SCRUTINIZERS

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600.4 Safety Harness Cutting Device

All cars must be fitted with two Safety Harness Cutting Devices (one for each crew member). These must be easily accessible to the crew while seated with their safety harness secured. It is highly recommended that the "Life Hammer" device, which incorporates a belt cutter, is used in all cars with shatterproof windows.

600.5 Helmets

- a) The wearing of a helmet, which is properly fastened, is mandatory from the start to the end of a Special Stage, or any other competitive section. Exception to this rule is when a crew has safely stopped on a stage.
- b) It is highly recommended for all competitors to wear rally helmets that are approved to FIA Standards 8860-2004, 8860-2010, 8858-2002 and 8858-2010 and must remain in original specification. Helmets not complying with the above FIA standards, but which comply with other international Safety Standards may be accepted by the sole discretion of the Technical Delegate or Chief Scrutineer.

600.6 Frontal Head Restraints (FHR)

- a) It is **compulsory** for all competitors competing in NRC1, NRC2 and NRC3 to wear an FIA 8858-2002 or 8858-2010 approved FHR device, from the start to the end of a Special Stage, or any other competitive section. Exception to this rule is when a crew has safely stopped on a stage.
- b) For all other classes in rallies, it is highly recommended for all competitors to wear an approved FHR device during all special stages. Exception to this rule is when a crew has safely stopped on a stage.
- c) The Tether system, as well as the helmet anchorages, must comply with the above FIA standards. The FIA approved FHR devices/tether/anchorages combinations are detailed in FIA Technical List N°29. The FHR device and tethers must not be modified in any way; the helmet anchors must be clean and function freely. When an FHR is used, it must be used in conjunction with the appropriate compatible safety harness and helmet. When an FHR is not used, it is not permitted to use safety harnesses with FHR compatible shoulder straps.

600.7 Protective Clothing

Refer to GCR 239.A.

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

- a) The wearing of an FIA approved or MSA recognised fire-retardant fabric (GCR 239 A) Balaclava is mandatory. The neck protection portion of the balaclava must be worn inside the Race Suit.
- b) Race Suits must be worn, ankle to wrist, fully zipped up.
- c) For FIA approved Race Suits (to FIA Standard 8856-2000), the wearing of FIA approved underwear is optional.
- d) For locally produced fire-resistant Race Suits (complying with GCR 239 A), the wearing of FIA approved underwear or MSA recognised fire-retardant fabric (GCR 239 A) underwear is compulsory. Underwear is defined as long sleeve top and long johns.
- e) The driver (optional for the co-driver) must wear gloves approved to FIA 8856-2000 (see FIA Technical List N°27) or SFI 3.3 grade 5 minimum.

600.8 First Aid Kits

It is compulsory for ALL competitors to carry a medical kit containing all the items listed below (one kit per car):

- a) 2 x Safety Goggles (Used in the event of a Shattered Windscreen)
- b) 1 x Neck Brace
- c) 1 x Bandage 75mm wide x 4.5m long
- d) 1 x Burn shield or Burn-Eaz Dressing: 10cm x 10cm
- e) 1 x CPR Mouthpiece with Plastic Skirt
- f) 1 x pair latex Glove's
- g) 1 x Rescue blanket (space blanket, foil blanket)
- h) 1 x First Aid Scissors
- i) 1 x Triangular Bandage

600.9 Warning Triangle

Each car must have at least one danger warning triangle secured in the passenger compartment which, when required, must be positioned at a sufficient distance from the vehicle to give adequate warning to other road users should the competing car come to rest.

600.10 Medical Assistance Boards

All cars must carry one Medical Assistance Board, which must be used as follows:

- a) Description of the board: The board will be made of a rigid white plastic minimum of 1mm thick, 400 mm in length and 350mm in width. On one side there will be a fluorescent red cross and on the other side a letter "O" or "OK" in fluorescent green.
- b) Boards must be properly secured to the inside of the passenger compartment to avoid loss, damage or injury in the event of an accident. The position and securing of the board will be checked by Scrutineers prior to the start of the event and no rally car will be allowed to start an event without the board being carried and secured in competing vehicle. Either crew member must be able to reach and deploy the board while still in their seats.
- c) Should any competitor stop due to being involved in an accident whilst on the route being used for an event, the board together with a warning triangle (ASSR 600.9) must be displayed.
- d) Should medical assistance be required the board must be displayed in such a manner that the Red Cross is clearly visible to all approaching competitors.
- e) It is emphasised that the board is clearly visible to approaching competitors, preferably at eye level. Care must be exercised to ensure that the correct side of the board is displayed to oncoming competitors. While the board is displayed in this manner the first competitor arriving on the scene shall stop and render assistance.
- f) If competitors happen upon the scene of an accident without the board being displayed, it must be assumed that injuries are of such a nature that the competitors are seriously injured and unable to display the board. Assistance must immediately be rendered. If further assistance from other competitors is required, the crew of the car rendering initial assistance shall display their board showing the Red Cross.
- g) If no additional assistance is required, the green "O" or "OK" shall be displayed. Once the injured competitors have been assisted, their board should be displayed with the "O" or "OK" visible to oncoming competitors until the vehicle has been removed. Obviously following an accident where no injuries are involved, the green "O" or "OK" must be displayed for the benefit of other competitors.
A visual "Thumbs up" indication is allowed if time does not permit a competitor on the side of the road to have the "OK" board visible by the time that the next competitor behind him arrives. The "OK" board should, however, be displayed as soon as possible.
- h) Competitors who fail to stop on arriving at the scene of an accident, where no medical assistance board is displayed or where a red cross is displayed, are guilty of contravening motorsport regulations and may be excluded from the results and/or reported to the Stewards for further disciplinary action.
- i) Competitors not injured following an accident that fail to display the green "O" or "OK" shall be subject to disciplinary action being instigated by the Clerk of the Course through the Stewards of the event who in turn may precipitate further action being taken against the offenders by MSA.
- j) Misuse of the medical assistance boards will be treated as a serious offence and will be dealt with as such.
- k) Should it not be possible, for whatever reason, to display the OK/SOS board in any of the above situations, this may be replaced by an evident and clearly understandable sign language shown by the crew outside of the car:
 - a single raised arm and thumbs up to indicate "OK"
 - Crossed arms above the head to indicate "SOS".



- l) Any crew that is able, but fails to comply with the above rules, will be reported by the Clerk of the Course to the Stewards.

600.11 Tools, Spare Wheels and Equipment Stored in the Car

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

Only the following accessories may be installed in the passenger compartment:

- a) Spare wheel(s), tools, spare parts, safety equipment, communication equipment, ballast (if permitted), and windscreen washer water container.
- b) All spare parts, jacks and tools must be fixed Either behind the driver's and/or co-driver's seats Or underneath the driver's and/or co-driver's seats. ***It is imperative that spares, wheels, tools, jacks, nut runners and wheel braces carried in the passenger compartment are secured to withstand 25g impacts.***
- c) The above items not secured as specified below or having mountings deemed to not withstand an impact of 25g acceleration (in any direction), will be removed from the car by the scrutineers. (An impact of 25g implies that the mounting/securing system must withstand twenty-five (25) times the weight of the secured item, e.g.: the mounting/securing system of a spare wheel weighing twenty-two (22) kg must withstand an impact load of five hundred and fifty (550) kg.)
- d) The following are specific mounting instructions for the above items:
 - i. Cable ties, springs, rubber straps, Velcro straps, and bungee cords and similar are not permitted.
 - ii. Ratchet, locking, cam buckle, and over-centre tie-down straps are permitted.
 - iii. Securing pins, mechanical clamps and threaded hold-downs that cannot vibrate loose are permitted.
 - iv. Any movement of the spare wheel must be prevented should the securing system become slightly loose.
 - v. After the use of the spare wheel, jack, tools and equipment by the crew, the items must be re-secured as presented to the scrutineers.

600.12 Fire Extinguishers

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

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

A: Plumbed-in systems, complying fully to FIA Appendix J 253 Art 7.2.

B: Non-FIA Homologated vehicles must be fitted with a minimum of two handheld fire extinguishers to be fitted in the crew compartment in a place accessible to the driver and/or navigator.

- 1) The hand-held fire extinguishers must be secured by a minimum of two (2) metallic straps with quick-release metal fastenings and the securing system must be able to withstand a deceleration of 25 g. Anti-torpedo tabs are required.
- 2) The handheld fire extinguishers shall comply with SABS 1910 for the extinguisher cylinder with a minimum capacity of 2,5kg DCP (dry chemical powder) extinguishant. The extinguishant shall be MAP (mono- ammonium-phosphate), containing 70% MAP in the DCP (Note the 70% is higher than the industry standard 40%) *or 40% MAP*. The DCP shall comply with SANS 1522.
- 3) Alternatively, fire extinguishers that comply with FIA Appendix J Art 253-2022, article 7.3 may be used. For Rallies: two handhelds are required as stated above, not one as per FIA. One dry powder and one AFFF foam extinguisher may also be used as a pair.
- 4) The following information must be visible on each handheld extinguisher:
 - a) Capacity.
 - b) Type of extinguishant.
 - c) Weight or volume of the extinguishant.
 - d) Date the fire extinguisher must be serviced again (which must be no more than one year after last service).
- 5) Each handheld extinguisher must be equipped with a pressure gauge to check the pressure of the contents. Prior to each event, competitors are advised to remove powder units and turn upside down to check for a thump inside, i.e. movement of the powder, this is to check that the powder has not compressed.

** contact Andrew Nunnerly at Landmarine Fire (041) 582 5114. They stock 70% MAP.

Part 7 – PROTEST AND APPEALS (ASSR 700)

700. PROTESTS AND APPEALS

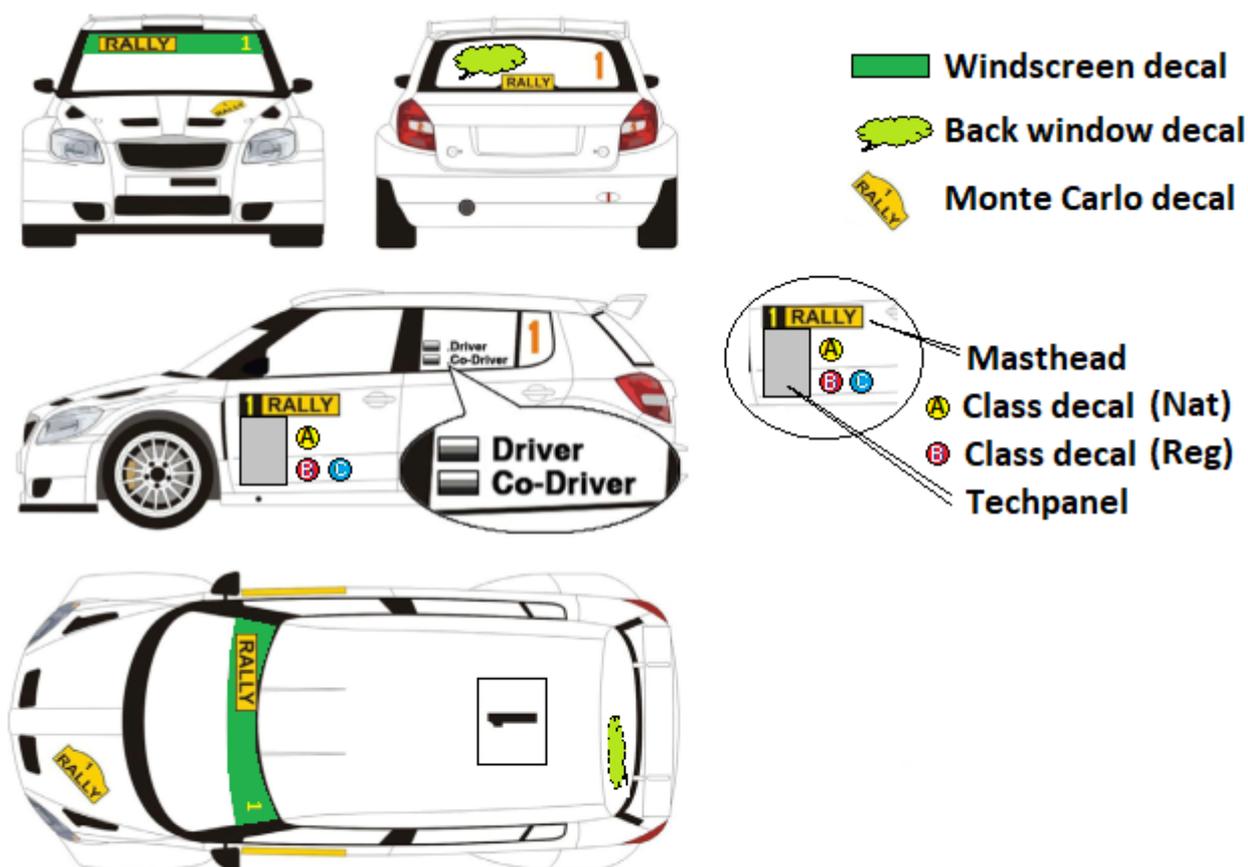
- 700.1** All **protests** shall be lodged in accordance with the stipulations of **Part IX of the GCRs**.
- 700.2** All protests must be lodged in writing and handed to the Clerk of the Course together with the protest fee which shall not be returned if the protest is judged to be frivolous or vexatious.
- 700.3** If the protest requires the dismantling and the re-assembly of different parts of a car, the claimant must pay one of two additional deposits which will be two thousand rand (R 2 000.00):
- a) For a protest involving a clearly defined part of the car (engine, transmission, steering, brake system, electrical installation, bodywork, etc.)
 - b) For a protest involving the whole car, the expenses incurred by the work and transportation of the car shall be borne by the protestor if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.
- 700.4** If the protest is unfounded and if the expenses incurred by the protest (scrutineering, transportation, etc.) are higher than the amount of the deposit, the difference shall be borne by the protestor. Conversely, if the expenses are lower, the difference shall be returned to them.
- 700.5** The supplementary regulations shall contain all necessary information as to the amount of the protest and appeal fees laid down.
- 700.6** Application and interpretation of the regulations. Should any dispute arise as to the interpretation of these regulations, MSA will be the final authority to make a decision.

SECTION 2

Part 8 – GENERAL TECHNICAL (ASSR 800 - 806)

800. RALLY PLATES AND COMPETITION NUMBERS

- a) Competition numbers and advertising decals as provided by the organisers must be affixed to the competing vehicles as per diagram.
- b) Competition numbers and advertising must be complete and in position on the car prior to scrutineering, and this will be a condition of permission to start the event.
- c) Failure to comply with any of the above will be a fine per item / transgression as per Part 10 - Penalties. Participation in the current event and Future participation will be denied if not paid.
- d) Any advertising within this identification is obligatory and may not be refused by the competitors. No modifications to these panels are allowed.



800.1 Crew Names

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

The names must be:

- a) In white, Font Helvetica.
- b) In upper case.
- c) 6cm high (upper case letters) and with a stroke width of 1.0cm.
- d) Should space not permit names on windows, it is permissible to adjust the lettering size to the largest possible, so as both names can be practically accommodated.

** contact KATZ Camera & Print in Walmer (041) 368 9084. They have all the templates in file.

800.2 Numbers and Decals

- a) 2 x **front door panels** measuring fifty (50) cm long and fourteen (14) cm wide reserved for the event naming rights sponsor (Masthead). These panels are obligatory and may not be refused. These panels must be affixed from the leading edge of both front doors and the top edge must be between seven (7) cm and ten (10) cm below the bottom window line
- b) A **technical panel**, measuring twenty-five (25) cm long and thirty-eight (38) cm wide must be affixed from the leading edge of each front door immediately below the door panels (Masthead). In all cases, the Overall Championship Sponsor has the right to the top ten (10) cm of the technical panel.
- c) 2 x **numbers for each rear side window** which shall be fifteen (15) cm high with a stroke width of at least two point five (2,5) cm, coloured fluorescent orange (PMS804) and **must** be reflective. These numbers shall be placed at the top of the rear side window in conjunction with the crew names. Font Helvetica. It is permissible to adjust the lettering size to the largest possible, so as both names can be practically accommodated.
- d) 1x **number** must be placed on the **rear window** on the right-hand side, the number shall be seven (7) cm high, coloured fluorescent orange (PMS804) and must be reflective. Font Helvetica Bold.
- e) 1x **roof panel**, White background block with dimensions fifty-two (52) cm wide by thirty (30) cm high, to be placed on the roof. A black competition number, twenty (20) cm high, will be displayed with the top towards the front of the car. See SSR 800.0 image for reference. Font Helvetica.
- f) The **class decals** which are round and eighteen (18) cm in diameter must be affixed immediately below the door panels and behind the technical panel. These class decals will be available for purchase from documentation / scrutineering. Class colour coding to be determined by each Region committee or NRC. More than one (1) class decal will be allowed, example ARC3 and NRC4.
- g) 1x **number** must be placed on the **front windscreen** on the right-hand side (when viewed from the front of the car) in a black background square of fifteen (15) cm high x fifteen (15) cm wide which forms part of the Windscreen decal. The number shall be 7cm high, coloured fluorescent Yellow and must be reflective. Font Helvetica Bold.
- h) Class decals have to be the same colour and font as supplied by the Controllers. Failure to comply will be a fine of one thousand rand (R1-000.00).
- i) Class Decals:

i) Class S0;	Magenta background with white lettering;
ii) Class S2;	Orange background with Black lettering;
iii) Class S4;	Blue background with white lettering;
iv) Class ARC 4;	Green background with white lettering;
v) Class ARC 3;	Red background with white lettering;
vi) Class ARC 2;	Purple background with white lettering;
vii) Class ARC 1;	Black background with white lettering;
viii) Clubmans;	Yellow background with Black lettering;
- j) One decal bearing the Championship logo (being competed in) with a maximum size of 15cm x 10cm will be displayed on the dashboard of the vehicle so as to be in view of the on-board camera (where applicable and available).

800.3 Competition Numbers

- a) These must be clearly displayed
- b) Annual Competition numbers shall be allocated by the NRC for National Classes.
1 – 199 is reserved for the NRC.
- c) Annual Competition numbers for each Region shall be allocated by the Region Controllers.
200 – 299 is reserved for Northern Region Rally competitors; allocated by NR Region Controllers
300 – 399 is reserved for KZN Region Rally competitors; allocated by KZN Region Controllers
400 – 499 is reserved for WC Region Rally competitors; allocated by WC Region Controllers
500 – 599 is reserved for EC Region Rally competitors; allocated by EC Region Controllers

- d) The ARC controllers reserve the right to award the top ten 2025 Championship contenders with new competition numbers in their order of results from 501 through to 509. New number decals may be provided by the Controllers.

800.4 Front Windscreen

- a) An area at the top of the front windscreen is reserved for the Organising Club and takes preference over any advertising on the vehicle. Dimensions to be used for the decal will have a total maximum height of not more than thirty (30) cm over the full width of the screen.
- b) The controllers will provide this Windscreen decal and reserve the right to change this decal to an overall Championship sponsor when necessary. It is compulsory for all entered competitors to display the windscreen decal.

Example:



800.5 Advertising

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

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

801. SCRUTINEERING: BEFORE THE START AND DURING THE RALLY

- All cars taking part in the rally must arrive at scrutineering in accordance with the given timetable. These times will be printed on the entry list or will be in the supplementary regulations. Competitors must complete the "self-scrutineering" document before arriving at scrutineering.
- The competing vehicle, as well as the crew's safety equipment, must be presented by the crew or a representative of the entrant at scrutineering. Any competing vehicle presented to the scrutineering area (and/or administrative checks) outside the time limits prescribed in the supplementary regulations of the rally will not be allowed to start except in the case of force majeure duly recognized as such by the Clerk of the Course.
- The penalty for arriving late for scrutineering, without having obtained permission, will be as per Part 10 - Penalties.
- RESERVED
- RESERVED
- RESERVED
- RESERVED
- The scrutineering carried out before the start will be of a completely general nature (checking of licenses, make and model of vehicle, apparent conformity of the vehicle with the group in which it is entered, essential safety items, conformity of the vehicle with the National Road Traffic Laws, etc.) The competing vehicles Registration Certificate must be presented to confirm the validity and details of the License and Registration.
- RESERVED
- Any vehicle, which does not comply, will be refused permission to start. Any vehicle not presented for scrutineering will be refused permission to start.
- After scrutineering, if a vehicle is found not to comply, the Clerk of the Course may set a deadline before which the vehicle must be made to comply.
- RESERVED
- Additional checking, of the crew members as well as of the vehicle, may be carried out at any time during the rally. The competitor is responsible for the technical conformity of his vehicle throughout the entire duration of the rally and may be excluded for the transgression. If in the view of the Technical Delegate a non-conformity is of a non-performance nature, he may give the competitors a time limit to fix the problem.

- 14) Should identification marks be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the rally. Should they be missing, the vehicle will be excluded from the rally.
- 15) It is also the responsibility of the crew to ensure that any part of the vehicle, which has been handled during checking, is reinstalled correctly.
- 16) Any fraud discovered, and in particular, the fact of presenting as intact identification marks which have been tampered with will result in the exclusion of the crew, as well as that of any competitor or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice any demands which may be made to the competitor's or accomplice's ASN concerning the imposition of heavier sanctions.
- 17) A register of technical infringements will be kept by the Technical Consultant/Scrutineer

802. SCRUTINEERING: AFTER THE RALLY

- 1) As soon as each crew arrives at the final control, they shall drive their vehicle to the parc fermé. A brief check at the Final Control shall be carried out to verify conformity with the vehicle submitted at the initial scrutineering, the same chassis and engine block must be used from passing initial scrutineering until the finish of the rally.
- 2) The absence of any identification mark shall result in exclusion.
- 3) The refusal to present a vehicle for scrutineering will result in exclusion.
- 4) Thorough scrutineering involving the dismantling of cars and/or that detailed hereunder may be carried out at the discretion of the MSA Technical Delegate, the Stewards, or following protest or upon the decision of the Clerk of the Course.
- 5) End of rally scrutineering will concern at least the following components:
 - a) Suspension.
 - b) Brakes,
 - c) Engine,
 - d) Gearbox,
 - e) the conformity of the chassis/body shell.
- 6) Should the above-mentioned dismantling be the result of a protest, a deposit of R2,000.00 shall be paid in advance by the claimant to cover all the costs incurred by the operation. Should the Protest be upheld, the deposit will be repaid to the claimant and charged to the defaulting competitor.
- 7) Seals broken without a Technical Consultants approval will result in exclusion and loss of Championship points back to when the seal was fitted.
- 8) Any seals affixed at pre-event scrutineering must be intact during post-event scrutineering, unless permission was received from the MSA Technical Delegate to remove the seal to replace a faulty part during the rally.

803. ENGINE SEALING AND INSPECTION

- 1) Any engine sealed on an event that will not be used on the following event will be disassembled and inspected within fourteen (14) days after the event.
- 2) The results of the event on which the engine was sealed or subsequent events on which a sealed engine is used will be "subject to technical inspection" until the completion of the inspection.

804. RESERVED

805. SOUND AND NOISE LEVELS

The maximum exhaust noise levels for Special Stage Rally cars is defined in the MSA Environmental Code Appendix 1 Article 9 Table 1. Notwithstanding the specified levels, the maximum permitted sound level of all special stage rally cars shall not exceed one hundred and three (103) dB(A) measured at two (2) meters.

806. RESERVED

807. PROVISION FOR THE MOUNTING OF CAMERAS.

Should the competitor intend to use on-board cameras, their installation must comply with the following requirements:

- 1) They must not protrude beyond the surface of the bodywork.
- 2) In the cockpit, they (including their mountings) are forbidden between the vertical transverse plane through the rearmost point of the dashboard and the vertical transverse plane of the rearmost point of the driver/co-driver's seats.
- 3) Mountings must only be done by screwing, metal screw clamp, express clamp, metal inserts (Forbidden: bonding, double-sided tape, adhesive material, suction devices, etc.).
- 4) Mountings must be able to withstand a minimum deceleration of 25 g.
- 5) It must be installed before the scrutineering.
- 6) The camera must not hinder the crew's visibility, exit or extrication in case of emergency.
- 7) The Technical Consultant / Scrutineer may remove the device or bracket if it impedes the above mentioned parameters or is a potential risk to safety.

808. **ENVIRONMENTAL MATS**

Failure to comply with the following requirements may result in a penalty being imposed at the discretion of the Clerk of the Course:

- 1) The use of environmental mats/ground sheets are compulsory in;
 - a) Service Parks (Ground sheets)
 - b) Remote Service Zones (Ground sheets and / or environmental mats)
 - c) Pre-start Parc Fermé
 - d) Pre-start Holding Area
 - e) Overnight Parc Fermé
 - f) Post event Parc Fermé
 - g) Any Refuelling point, whether in Service Parks/Area or dedicated Refuel areas
- 2) **Environmental mats are to be kept on-board the competing vehicle at all times (other than when the mat is deployed under the competing vehicle) and this will be compulsory.**

Part 9 – ALGOA RALLY CLASSES (ASSR 900 - 907)

900 ELIGIBLE VEHICLES DEFINED

- a) All competing vehicles must comply with the regulations as set in GCRs and ASSRs, only vehicles conforming to one of the ARC classes below are eligible for entry and scoring points in the Rally Championship.

901 ELIGIBLE VEHICLES

- a) Production based vehicles with the safety requirements as stipulated must be fitted.

902 SAFETY CAGE

- a) All FIA or Locally homologated vehicles competing in Rallies must be fitted with a safety cage that complies fully with the cars Safety Cage Homologation Extension.
 - i) Should the vehicle not be FIA homologated, the Safety Cage must comply with the design requirements of GCR 239 Article 5. Also refer FIA Appendix J 2016 Article 253.8 Safety Cages, OR FIA Appendix J 2020 Article 253.8 Safety Cages.
 - ii) 350 megapascal Locally produced tubing may be used provided the minimum dimensions and tensile strengths are not less than that laid down by the FIA in Appendix J Article 253.8 paragraphs 8.8.3 and 8.8.4.
- b) Welding shall be of the highest quality and should be carried along the whole perimeter of the tube.
- c) Inside the cockpit the passage of the following between the side members of the body shell and the safety cage are forbidden,
 - i) Electric cables
 - ii) Lines for the fire extinguisher system
 - iii) Oil and fuel lines
- d) Padding on the safety cage to protect the occupants is compulsory.

903. HOMOLOGATION – ARC S2

Refer to MSA National Regulations (SSR903 and SSR911.3.1 and SSR911.3.2) pertaining to R2B type cars for Homologation. This will serve as the guideline as to what is considered R2 type cars. Also Refer SSR911 in this document.

904. HOMOLOGATION – ARC S4

Refer to MSA National Regulations (SSR903 and SSR911.1 and SSR911.2) pertaining to four wheel drive cars for Homologation. Also Refer SSR911 in this document.

905. WINDOWS

- 1) **Windshield**
A standard production homologated safety glass windscreen must be used.
- 2) **Side Windows**
For side windows and rear screen standard production homologated glass must be used, unless the regulations allow for their replacement, in which case MINIMUM of 3mm Polycarbonate complying with LEXAN F2000 standard, or equivalent is permitted.

906. RESERVED

907. RESERVED

908. TYRES

- a) The choice of tyres and wheels are free within limitations of reasonable safety.
- b) Studded and any devices, i.e. chains, which attach to the tyre or wheel rim to improve traction are prohibited.
- c) On a road section that is a public road, no damage may be caused to a tarred road surface due to a damaged tyre or suspension. Any infringements must be reported to the Clerk of the Course, who may exclude the competitor as per examples, but not limited to;

Example:

- i. driving with a flat tyre that is delaminating;
- ii. driving with a rim only;
- iii. driving with part of the vehicle structure scraping on the public road;
- iv. driving with one or more wheels missing;

908.1 Spare Wheel

- a) It is compulsory for the car to carry a minimum of one spare wheel at all times during the course of the event.
- b) Cars may carry a maximum of two spare wheels.
- c) Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next service area. If the spare tyre was fitted, the flat / damaged wheel must be present in the vehicle upon return to the next service. No additional spare wheels may be received or fitted on the car other than those present in / on the vehicle.

909. MAXIMUM SPEED:

- i) All vehicles in the NRC / ARC will be limited to a maximum speed of 180km/h.
- ii) to be verified using ECU data and/or C Track data, or any other means available.
- iii) Penalty for speeding will be one (1) minute added to your race time for every instance found, and thereafter 1minute will be added for every ten (10) seconds spent in over-speeding condition.

910. FUEL

The choice of fuel is free within limitations of reasonable safety.

911. CLASSES

- a) **Class S0**
Any invitational competitor, of any capacity and / or driven wheels - **non-points** scoring class;
- b) **Class S2 (Regional Licence Required)**
Normally aspirated, 2WD vehicles not exceeding 1660cc capacity, Sequential G/box allowed.
Ex-R2N cars including cars with a wide body kit will be allowed.
The ex-R2N VW Polo 1.0T 3-cylinder 2WD will be allowed.
The VW Polo 1.2T 4-cylinder 2WD will be allowed.
Any vehicle from ARC3-ARC4 may enter in this class/group.
- c) **Class S4 (Regional License Required)**
Forced Induction, 4WD vehicles not exceeding 2050cc capacity;
Normally aspirated, 4WD vehicles not exceeding 3050cc capacity.
Any vehicle from ARC1-ARC2-ARC3-ARC4 may enter in this class/group.
- d) **Class ARC 1 (Club License Required)**
Forced Induction, 2WD vehicles not exceeding 2050cc capacity, Sequential G/box allowed;
Normally aspirated, 2WD vehicles not exceeding 3560cc capacity, Sequential G/box allowed.
- e) **Class ARC 2 (Club License Required)**
Normally aspirated, 2WD vehicles not exceeding 2060cc capacity; Non-Sequential G/box.
- f) **Class ARC 3 (Club License Required)**
Normally aspirated, 2WD vehicles not exceeding 1660cc capacity; Non-Sequential G/box.
- g) **Class ARC 4 (Club License Required)**
Normally aspirated, 2WD vehicles not exceeding 1460cc capacity; Non-Sequential G/box.

Note:

- i. A competitor may opt to upgrade to a higher class, but may **NOT** downgrade a class. Example an ARC4 vehicle may enter in ARC1.

- ii. VW Polo 1.2TSi 4-cylinder 2WD will by default classify with ARC4 (1400cc) in the basic form of the vehicle as originally supplied by VW Motorsport.
- iii. A modified VW Polo 1.2TSi 4-cylinder 2WD will fall into ARC2 (2000cc). Modifications will include, but not limited to: Dampers, Gearbox, Turbo, ECU, etc. The ARC committee will have the final decision.

912. CLUBMANS CHALLENGE

An Additional *Clubmans Rally Challenge* will run within the ARC Championship.

- a) Vehicles eligible to compete in the *Clubmans Rally Challenge*:
 - i. Class ARC4 for normally aspirated, 2WD vehicles not exceeding 1460cc capacity;
 - ii. Class ARC3 for normally aspirated, 2WD vehicles not exceeding 1660cc capacity;
 - iii. Class ARC2 for normally aspirated, 2WD vehicles not exceeding 2060cc capacity;
- b) To be eligible for the ARC Clubmans Challenge, the following applies:
 - i. Entrants must be participating within the regulations of the ARC Club Championship;
 - ii. Participation in this category will not be automatic. All vehicles need to be inspected and signed off as eligible to race by the Clubmans Representative prior to competing in their first event of the season.
 - iii. The model series must have been manufactured twenty-five (25) years or before from date of current championship year. For example; in year 2020, cars manufactured / released in 1995 and older will be eligible like Ford Escort, VW Golf 1 and 2, Alfetta, Toyota Conquest (Tazz), Datsun, Ford Anglia, and other;
 - iv. Open Wheel and / or Space frame vehicles will be considered for participation, final decision made by the Clubman Representative in conjunction with the Controllers, on condition that it first and foremostly comply with MSA GCR 239, then ARC regulations, and complies within the engine capacity as laid out in **ARC4, ARC3 and ARC2**. Furthermore, the number of wheels, dampers and suspension travel is not deemed more than what a saloon type rally car would have fitted.
 - v. Laminated windscreen / Stone deflector and Side netting for side windows is compulsory for open wheelers.
 - vi. Sequential type gearbox will NOT be allowed in Clubmans.
 - vii. Sequential shifting device on a "H-pattern" gearbox is allowed.
 - viii. Dampers with an external reservoir will not be allowed in Clubmans, for example Reiger, Proflex and other, but not limited to.

SECTION 3

Part 10 – PENALTIES:

Scale of penalties as per GCR 177

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

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

A Penalty may be imposed without the necessity of a hearing in terms of GCR 175 and becomes effective upon the earlier of written notification of exclusion or the publication of any set of provisional results reflecting such exclusion. will be as per Part 10 - Penalties.

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.

ASSR	Condition / Transgression	Hearing	Penalty	Penalty	Penalty
		Required	1st offence	2nd offence	3rd offence
200	Committing any breach of the GCRs, ASSR'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 ASSR 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	-	-
206.2) 206.3)	Any crew which does not attend the driver's briefing.		R 1,000 + Yellow Card	5min	-

ASSR	Condition / Transgression	Hearing Required	Penalty	Penalty	Penalty
			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
409.1.d) 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 time card , 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 time card 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

ASSR	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 course of the event in writing involving any other person or property and their vehicle.		Exclusion + liable damages	-	-
406	Any infringements of the Parc Fermé regulations.		Exclusion	-	-
400.7)	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	-	-

ASSR	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	-	-
520.8	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 de-controlled sections, service parks, and service areas.		Exclusion + Disciplinary action	-	-
520.3	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 card 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	Exclusion	-

			entered		
ASSR	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	-	-

SECTION 4

Part 11 - SAFETY PLAN

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

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1. Introduction

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

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

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

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

2. Safety Staff

Every event will have:

Clerk of the Course;

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

Safety Officer;

Responsible for general safety and safe running of the event.

Chief Medical Officer;

Acting on command from Clerk of the Course.

Chief Radio Officer;

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

Headquarters (HQ);

Where the event secretary and Chief Radio Officer is based.

Zero Car;

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

Double Zero Car (Optional);

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

Sweep Car;

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

Ambulance;

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

Post chief marshal;

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

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

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

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

3. Special Stage Safety Precautions

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

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

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

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

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

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

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

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

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

Crowd Safety Marshals:

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

4. Special Stage Accident Procedures

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

4.1 Classification of Emergencies

Any accident will be reported directly to the Clerk of the Course.

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

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

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

CLASS 1

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

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

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

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

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

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

CLASS 2

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

CLASS 3

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

Rescue vehicles always drive in the direction of the rally.

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

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

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

4.2 Notification of a Medical Emergency Procedure

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

4.3 Medical Response

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

The medic will liaise directly with the receiving hospitals.

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

4.4 Mass Casualty Incidents

In the event of a Mass Casualty Incident the Senior Paramedic, C.M.O. or Medical Co-ordinator (MC) will move to the RALLY HEADQUARTERS and will work closely with the other Role Players and the National Control Centre’s.

All local Authorities will be contacted, including Disaster Management, Mpumalanga Fire Department and both Private and Provincial Ambulance services.

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

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

Responsibilities

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

Triage area & rendezvous points

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

Helicopter Landing Sites and Emergency Exit Route from stages

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

5. Responsibilities

5.1 Clerk of the Course

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

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

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

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

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

5.2 Chief Safety Officer

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

5.3 Chief Medical Officer

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

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

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

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

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

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

5.4 Chief Marshal and Special Stage Post Chiefs

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

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

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

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

Request detailed maps of the special stages assigned and, together with the stage safety officer, to implement the safety plan on the map, by ensuring that all safety teams are positioned according to the prepared plan. They are fully aware of the safety plan and have listed all equipment at their disposal during the event.

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

5.5 Radio Safety Marshals

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

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

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

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

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

5.6 Crowd Control Safety Marshals

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

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

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

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

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

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

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

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

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

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

These would be such locations as:
Immediately over a brow or jump

On sharp corners
 At a road intersection
 At a double change of direction ("S" bend)
 Medium fast bend after very fast section.

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

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

This includes:

Providing run-off areas
 Identifying the high ground where spectators can stand safely
 Identifying the areas where it is dangerous for spectators to stand
 Consideration of the needs of the accredited media.

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

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

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

6. Duties of Organiser's Safety Cars

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

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

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

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

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

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

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

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

6.1 Road Closing Car "0"

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

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

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

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

6.2 Sweep Car

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

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

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

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

7. Media

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

No special viewing position is necessary for journalists.

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

8. Safety Plan Roadbook (SPR)

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

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

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

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

SECTION 5

Part 12 – ARC HISTORY

PAST CHAMPIONS

Year	Driver	Navigator	Status
1993	Keith Coleman	Sparky Bright	Regional
1994	Mike Bishop	Grayham Bishop	Regional
1995			
1996 - 2007	<i>No Championship</i>		
2008	Morne Janse v Rensburg	(x) Matthew Ogden	Regional
2009	Iddo Steyn	Darren Murphy	Regional
2010	Ross Bartle	Staci Allen	Regional
2011	Devon Alchin	Mark Irvine	Regional
2012	Ross Bartle	Rick Janse v Rensburg	Regional
2013	Jacques Louw	Gabriel Groener	Club
2014	Ashley Bezuidenhout	Paul Gillard	Club
2015	Johan Viljoen	Juane Viljoen	Club
2016	Riekus Schmidt	Sherilee Pieterse	Club
2017	Johan Viljoen	Juane Viljoen	Club
2018	Nick Davidson	Ashley Bezuidenhout	Club
2019	Nick Davidson	Ashley Bezuidenhout	Club
2020	<i>No Championship</i>	<i>No Championship</i>	<i>COVID</i>
2021	Nick Davidson	(x) Rikus Fourie	Club
2022	Oliver de Mann	Ingrid Jeacocks	Club
2023	Juan Bollie van Rooyen	Tarryn van Rooyen	Club
2024	Neels Vosloo	Rikus Fourie	Club
2025	Wade van Zummeren	(x) Juandre Nienaber	Club

(x) indicates driver/navigator that weren't racing together (mixed champs)