



2026
MSA RALLYSPORT ASSOCIATION
CLUB STANDING
SUPPLEMENTARY REGULATIONS
RALLYSPRINT

VERSION 1

9 JULY 2026

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. Refer to MSA GCR 67.

AMENDMENT RECORD

Modified SSR / ART	Date applicable	Date of Publication	Clarifications

All race meetings shall be held under the 2026 General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA), these Club Regulations, the event Supplementary Regulations (SRs) and any applicable Circulars of MSA.

Link to the 2026 MSA GCRs:

<https://www.motorsport.co.za/wp-content/uploads/2026/01/2026-MSA-General-Competition-Rules-GCRs-15.01.2026.pdf>

1. CONTROLLERS OF THE CHAMPIONSHIP

- 1.1 The controller(s) of the RallyeSport Clubman's Sprint Championship will be RallyeSport Association (herein after referred to as RS), under the authority of MSA, and in compliance with the MSA GCRs and these SSRs.
- 1.2 These regulations will be applicable for the calendar year of 2026.

2. AIM OF THE CHAMPIONSHIP

The Controllers of the Championship at its sole discretion shall declare the winners of the Championship in the following classes, and are entitled to withhold such declaration from any competitor, should circumstances warrant such action:

- 2.1 **To declare an Overall RallyeSport Clubman's Sprint Championship Driver and Co-Driver. Crews competing in all Classes as described in SSR 9 will be eligible for the Overall Championship.**
- 2.2 **To declare a Class Winner Driver and Co-Driver in each of the following classes:**
 - a) 2026 2WD Class Champion Rally Driver and Co-Driver.
 - b) 2026 4WD Class Champion Rally Driver and Co-Driver.
- 2.3 **For the RallyeSport Clubman's Sprint Championship, the driver or co-driver must both be paid up Association members prior to the first event entered to be eligible for any type of points or invited by the Association for testing and non-scoring purposes.**

3. CLASSES

- 3.1 Overall RallyeSport Clubman's Sprint Championship Driver
- 3.2 Overall RallyeSport Clubman's Sprint Championship Co-Driver
- 3.3 2026 2WD Class Club Champion Rally Driver
- 3.4 2026 2WD Class Club Champion Rally Co-Driver
- 3.5 2026 4WD Class Club Champion Rally Driver
- 3.6 2026 4WD Class Club Champion Rally Co-Driver

4. ELIGIBILITY OF COMPETITORS

- 4.1 The Championship is open to drivers and co-drivers holding the minimum of a current and valid MSA Rally Club competition licence
- 4.2 Are paid up members of RallyeSport or by invitation for testing purposes - Refer SSR 2.3
- 4.3 During a special stage, only the nominated Driver may be in control of a vehicle.

5. ELIGIBILITY OF VEHICLES

- 5.1 Only vehicles conforming to one of the RallyeSport Clubman's Sprint Championship classes in these SSRs are eligible for entry and scoring points.
- 5.2 Rally-Raid type vehicles are specifically disallowed. Bakkie type vehicles will be allowed if they retain the original unitary cab and load bay structure mounted to the original ladder frame chassis. Approval must be obtained from the NRC Technical Panel for approval prior to an entry being accepted.

6. CHAMPIONSHIP POINTS / CLASSIFICATION OF VEHICLES

- 6.1 **Only the competitors in the class entered will be scored, disregarding any other classes or their overall positions.**
 - a) Invitational entries (Test Entries) will be completely disregarded for the purpose of scoring points

only, however their finish order on the event will be recognized and scored on the results of the day.

- b) If a crew member is not a member of RS, that crew member will not be eligible to score Championship points or receive awards. The corresponding crew members finishing behind them will score points and awards as if the non-member was not a finisher.
- c) Class points **will** be added together for scoring towards the Overall Championship.

6.1.1 RS 2 WHEEL DRIVE (FWD & RWD)

The Class points will count towards the RallyeSport 2WD Championship as per the table below.

Class Position	1	2	3	4	5	6	7	8	9	10	11 upwards
Class Points	15	12	10	8	7	6	5	4	3	2	1

Only the competitors in the class entered will be scored, disregarding any other classes or their overall positions.

6.1.2 RALLYESPORT (4) WD WHEEL DRIVE (4WD)

The Class points will count towards the RallyeSport 4WD Championship as per the table below.

Class Position	1	2	3	4	5	6	7	8	9	10	11 upwards
Class Points	15	12	10	8	7	6	5	4	3	2	1

6.1.3 RALLYESPORT Clubman Overall

Only class position points will be allocated in the CLUBMANS CHALLENGE to the eligible competitors, irrespective of overall position.

7. CHAMPIONSHIP STRUCTURE

7.1 QUALIFYING / CANCELLED OR ABANDONED EVENTS:

- a) Events and dates counting towards the RallyeSport Clubman's Sprint Championship will be scheduled ad-hoc and will generally take place two (2) weeks prior to the NRC Rallies as detailed in the current MSA Motorsport Calendar and focusses on National and Regional Rally Test days as well as the RallyeSport Clubman's championship.
- b) The event date will be communicated on the RallyeSport, NR, and NRC WhatsApp groups
- c) The RallyeSport Clubman's Sprint Championship can also take place in conjunction with the Regional/National Rally Championship events hosted in the Northern Region of South Africa with permissions of AME and MSA.

7.2 ELIGIBLE ROUNDS TO COUNT TOWARDS THE 2026 CHAMPIONSHIP:

- a) A minimum of six (6) Rounds will be run for the Championship, or if five (5) Rounds events are run, one of the events will score double points. The double-pointer event will be made known through a bulletin 14 days before the event.
- b) The maximum number of events will be eight (8) Rounds.

7.3 MINIMUM NUMBER OF STARTERS:

For 2026 the minimum number of starters will be fifteen (15) cars, for an event to count towards the championship. The minimum number of starters will be in total and not per class.

7.4 TO QUALIFY AS A FINISHER:

7.5 TIES IN A CHAMPIONSHIP:

- a) Any ties in the Class/overall position of a Round will be decided in favour of the competitor with the quickest stage time.
- b) 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.

7.6 CHAMPIONSHIP AWARDS

8. COMPETITION NUMBERS AND DECALS

- a) Front Windscreen: An area at the top of the front windscreen is to be used for decals which will have a total maximum height of 150mm over the full width of the screen. Competitors should note that in the event of an overall series sponsor having been obtained, 50% (half) of the width of the windscreen will be allocated to the series sponsor (Left hand side).
- b) Competition numbers will be allocated by the Controllers and numbers from 700 – 799 are reserved for RS Competitors.

9. DRIVER'S BRIEFING

- a) All events must have a Driver's briefing which is compulsory to attend.
- b) Late arrival for a Driver's Briefing will be considered as non-attendance.
- c) In special cases, ONLY if agreed prior to the drivers briefing - Force Majeure to be applied by the Clerk of the Course.

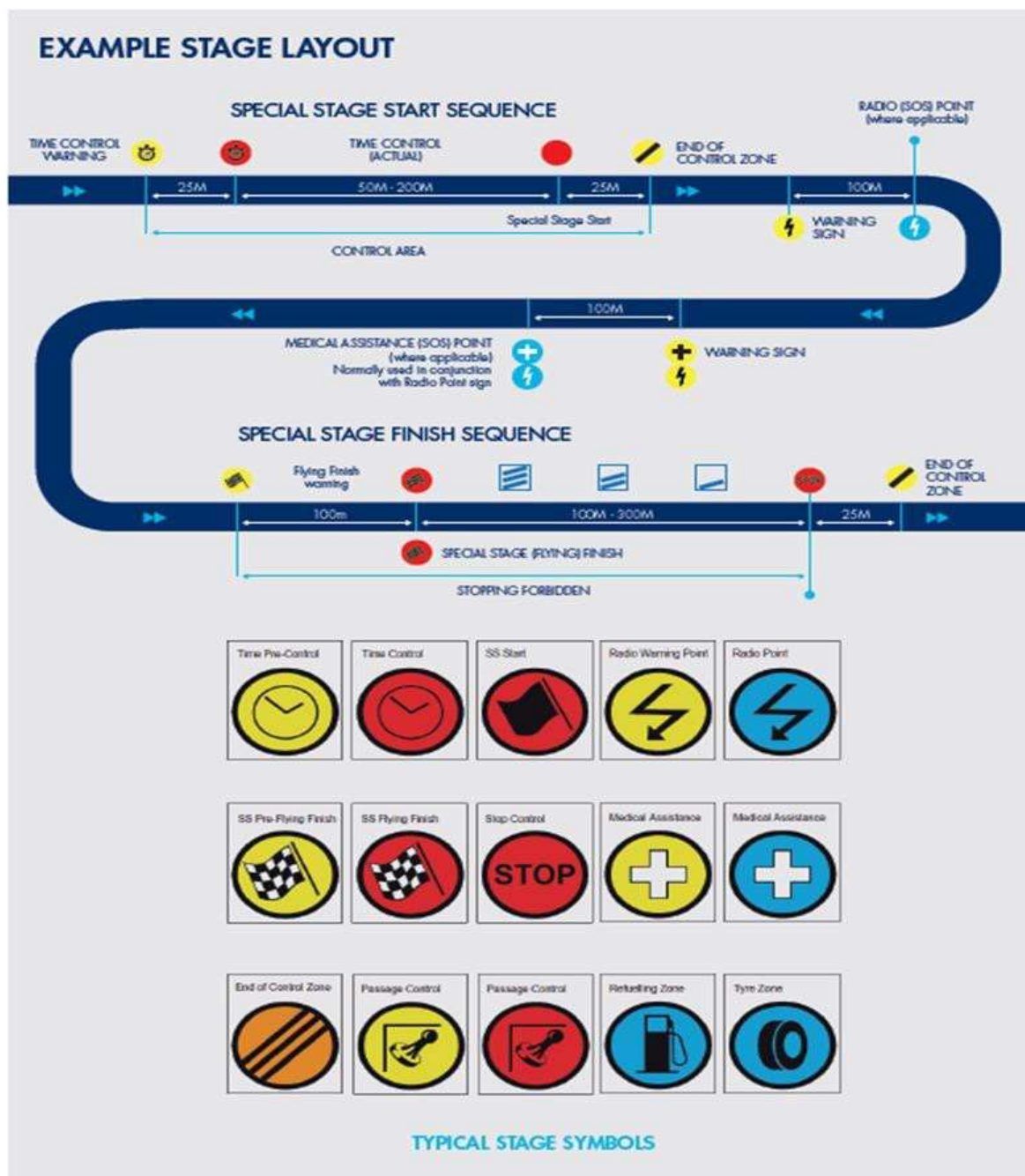
10. RACE FORMAT

a) MINIMUM STANDARDS FOR RALLYESPORT SPRINT SERIES CHAMPIONSHIP:

1. All events must be special stage events.
2. No practicing may be allowed on any event, and the organisers and officials must keep the route secret as far as possible.
3. The Road Book must be made available to each competitor for every event. Service and Rally Programs should also be available for spectators and for members of the Press, whose publicity efforts on behalf of the Organiser and Sponsors warrants every encouragement.
4. Time & Distance Schedule, Maps, Service Guide and Rally Program must be available at least two (2) days before an event.
5. A crew must hand in the completed and signed RallyeSport Self-Declaration Scrutineering forms at documentation prior to receiving timecards.
6. The Road Book and Timecard - will be as per Guidelines for National Rally Championship.
 - 6.1 Road books must-read from top to bottom on special stages. Pace notes will be allowed, subject to ratification by the Northern Regions Rally Sub-Committee. In all cases, the roadbook will take precedence.
 - 6.2 Intermediate distances must be given between all instructions on special stages.
 - 6.3 All dangerous locations on the route must be given a due warning in the route schedule and Clerks of Course must take the high speeds of rally cars into account by accentuating such warnings if necessary. For example: "Extreme Caution - Dangerous Jump" should be used in place of "Jump" or "Caution - Jump". Also, danger or warning triangles or arrows pointing down must be placed at such points on the route, but it must be stated what the caution is for, as the mere word "Caution" on its own is meaningless. "Caution - Jump" or "Caution - Ditch" are examples of what is required.
 - 6.4 Should there be a series of cautions within a short distance, it must be stated in the route schedule as follows: "Jumps and Dips for next five hundred (500) meters".
 - 6.5 The Controllers must ensure that at least three (3) minutes' dead time is included at the start of every stage.

b) ROUTE

1. The rally sub-committee may appoint a person to do the final route check.
2. Official observers may be appointed by MSA to observe the conduct of each event, and the Organising club will be responsible for their expenses.
3. Special Stage events having a maximum length of hundred and fifty (150km) of which a minimum of fifteen kilometers (15km) and a maximum of sixty kilometers (60km) must be special stages. Under exceptional circumstances, these distances may be varied, but only with the prior consent of the controllers, which must be given adequate reasons for any change.
4. Arrows must be used on special stages and placed at all instructions in the roadbook. Turn-offs must be arrowed as well as all places where there is a possibility that a wrong route may result in collisions or accidents where competitors meet the route again. In the case where competitors could meet back on the route, double "Barrier Tape", fifty meters (50m) apart, must be used. **Two (2) red or orange arrows must** be placed to form a gate at the instruction and a green arrow one hundred meters (100m) before the instruction. All other roads must be blocked off where a wrong route or public entering may result in collisions or accidents.
5. The distance between the Flying finish and Stop Control **will not be less than two hundred meters (200m), but three hundred (300m) is advisable** and any obstacles or change in direction between the two (2) controls must be noted in the route schedule.
6. When a special stage ends towards a major road, the stop control must be at least two hundred meters (200m) before the major road and here the Clerk of the Course must keep in mind the high speeds of the rally cars. The flying finish board or warning board for the end of a special stage must also be placed well in advance of the stop control. The results could be disastrous if a competitor were to overshoot onto a major road. It needs to be remembered that shortening a stage by one hundred (100) meters will not make any difference to the competitive nature of a stage and attention must be given to the high speeds attained by rally cars. Safety must always be the priority.
7. Where tar stages are used and more than one (1) lap of the same route is used, a Marshal must wave a Yellow Flag at the point where competitors approach an intersection from different directions. If more than one (1) competitor's arrival time at this point is the same, the marshal must flag the slowest competitor that could cross the racing line or approaches the intersection.
8. If the route doubles back on the same road (i.e. hairpin bend round drum or bollard) or cars approach an intersection from opposite directions, the next car may not start the stage until the first car has completed the stage. The use of temporary barriers or fencing which cars can drive through will be regarded as the same road.
9. It is not recommended to run long and short laps or loops within a stage.
10. The organizers are instructed to ensure that sufficient service time is built into open sections.
11. Emergency Plan: Every marshal point must be issued with written instructions telling them what to do if an accident occurs on the stage they are officiating in. Instructions will vary from stage to stage depending on factors such as whether the start and finish points are in proximity. Radios can be used to help this task. Names and phone numbers for medical assistance must be published. A basic outline of the Medical and Safety plan with the relevant phone numbers must be included in the front of the route schedule.
12. Car Zero: Organiser must specify exactly what is required of Car Zero and must make sure that the car is manned by a competent rally driver and experienced co-driver who are aware of the requirements of the marshals. Marshals must sort out any problems/queries with Car Zero before the first car arrives.
13. All events must have a Sweep Car that follows the entire route as close as possible after the last car. A separate sweep car and the de-arrowing vehicle should be used.
14. In case of a delay in the mid-field of the rally, the first cars must be stopped at the earliest convenience, i.e. the next stage and the field bunched up. It is recommended that any time gaps should be closed at lunch and refuel breaks.



11. SAFETY REQUIREMENTS

11.1 APPAREL AND EQUIPMENT

- During all competitive sections, crew members must wear FIRE-RESISTANT protective clothing from ankles to neck, to wrists and must be in good condition

11.2 SAFETY HARNESSES/BELTS

- All cars must be fitted with a harness as per GCR 239 for each member of the crew.

11.3 FUEL

- The choice of fuel is free within limitations of reasonable safety. Methanol is PROHIBITED

11.4 TYRES

- The choice of tyres and wheels are free within limitations of reasonable safety.
- 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 Controllers, who may exclude the competitor as per examples, but not limited to;

Example:

- 1. Driving with a rim only.
- 2. Driving with part of the vehicle structure scraping on the public road; e.g. driving with one or more wheels missing.
- a. SPARE WHEEL
 - 1. It is compulsory for the car to always carry a minimum of one (1) spare wheel during the event.
 - 2. Cars may carry a maximum of (2) two spare wheels.

12. ENVIRONMENTAL & MEDICAL REQUIREMENTS

- a) All cars will carry an approved medical aid kit for the driver and navigator and an environmental mat for re-fueling and servicing.