

*Classic Rally South Africa
6th - 10th February 2017*

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06-10 FEBRUARY 2017

CLASSIC RALLY SOUTH AFRICA
SUPPLEMENTARY REGULATIONS
6th -10th February 2017

1. PROGRAM

OPENING DATE OF ENTRIES	: Immediately
CLOSING DATE OF ENTRIES	: Friday 6 th January 2017
PUBLICATION OF ORDER OF START	: Wednesday 18 th January 2017 (or earlier)
DOCUMENTATION	: 4 th & 5 th February 2017 from 09h00 to 17h00
SCRUTINEERING	: Saturday 4 th February 2017 from 09h00 to 17h00 : Sunday 5 th February 2017 from 08h00 – 12h00
DRIVERS BRIEFING	: Sunday 5 th Feb 2017 at 18h00 at Welcome Party
WELCOME PARTY	: Sunday 5 th February 2017 at 18h30
START OF RALLY	: Monday 6 th February 2017 at 08h00
FINISH OF RALLY	: Friday 10 th February 2017 from approximately 14h00
PUBLICATION OF RESULTS	: Friday 10 th February 2017 at 16h00

Classic Rally South Africa Pty Ltd. 526 Cliff Avenue, Waterkloof Ridge X 2, Pretoria 0181
SOUTH AFRICA.
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PRIZE GIVING : Friday 10th February 2017 at 19h00

OFFICIAL NOTICE BOARD : At Rally Headquarters

1. DEFINITION OF THE EVENT

- 1.1 Classic Rally South Africa Pty Ltd is the organiser of the 2017 Classic Rally South Africa that is inscribed in the MSA international “invitational” events list.
- 1.2 The event is organised in compliance with these Supplementary Regulations and Appendices, which supersede all other regulations. All competitors undertake to comply with these supplementary regulations and subsequent amendments by fact of their entry. In the event if an item is not covered by these regulations then the FIA Sporting Regulations and FIA Appendix K for Historic Rallies is valid as the regulation for this event.
- 1.3 The organisers have the right to cancel or postpone the event or any part there of should circumstances arise which make such action necessary.

2. ORGANISATION

Name of Rally : Classic Rally South Africa 2017

MSA Permit No: : MSA14651 (Reserved) issued 18 October 2016

2.1 Organising Committee

Chairman & Event Director : Surinder Thatthi
Director : Henriette Jooste
Director : Willie du Plessis
Rally Manager & Secretariat : Henriette Jooste

Address of Secretariat: Classic Rally South Africa Pty Ltd
526 Cliff Avenue
Waterkloof Ridge X2
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E-mail: info@classicrallysa.com
Website: www.classicrallysa.com

2.2 Officials of the Rally :

Rally Steward : Richard Leeke (ZA)
Rally Steward : Tony Crowder (ZA)
Environmental Officer : Johan de Bruyn
Clerk of the Course : Willie du Plessis
Deputy Clerk of Course : Joe Fourie
Competitors Relations Officer : Francois Jordaan
Rally Manager & Secretary : Henriette Jooste
Chief Medical Officer : ORRU – Search & Rescue

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Chief Security Officer	: ORRU
Chief Scrutineer	: Jerry Bailey
Secretary of Meeting	: Henriette Jooste
Route Director/Road Books	: Surinder Thatthi
Results Co-ordinator	: Cobus Du Plessis
Press Officer	: TBA
Local Press Officer	: Dave Ledbitter
Accommodation Co-ordinator	: Henriette Jooste
Service Supervisor	: Any senior official of the event
Route Openers	: Car 0 - Frans Jooste & Menno Havelaar
Sweepers	: Paul & Bridget Engelbrecht

3. COMPETITORS ELIGIBILITY

- 3.1 All non-South African competitors should hold an International Competition Licence from their ASN and a letter endorsed by their ASN.
- 3.2 All South African competitors must have a valid MSA licence of at least national status.
- 3.3 The first named driver on the entry form will be responsible for all liabilities and obligations both before and during the event.
- 3.4 The Stewards of the Meeting have the absolute discretion to impose any penalty for incorrect, fraudulent or un-sporting behaviour by any competitor or persons concerned with the entry.
- 3.5 The organisers reserve the right to decline an entry into the event.

4. DESCRIPTION OF ROUTE

- 4.1 The event will start in White River or Sabie and finish in White River or Sabie and will cover a total distance of approximately 1400 km and approximately 730 km special stages, after five days of driving through the province of Mpumalanga.
- 4.2 The route will be described in a Road Book showing 'tulip diagrams' for the Road Sections and standard "Pace Notes" for the competitive sections may be provided and to follow the prescribed route in both the special stage and road section will be mandatory. Secret passage checks may be established to ensure compliance.

5. ELIGIBLE CARS AND CLASSES

- 5.1 All types of motor vehicles complying with FIA Appendix K built before 31st December 1985 and must be passenger type cars with not more than six seats (including Estate Car derivatives) may enter this event and will be run in the following classes:

- Class 1 – Upto and including 1600cc
- Class 2 – Upto and including 2000cc
- Class 3 - Upto and including 3000cc
- Class 4 – Over 3000cc.
- Class 5 – SA National Rally Cars as per MSA Regulations built before 31st December 1985 but 4WD and Turbo or supercharging is not permitted.
- Class 6 – Cars built for Safari Classic specification in any engine capacity.

Commercial vehicles, SUV, 4WD, turbocharged and supercharged vehicles are NOT permitted in the main Classic Rally event. Such cars may be used in the “Regularity Section” of the event

More technical details are in the FIA Appendix K – website www.fia.com

5.2 All vehicles must be licensed and insured for use on public roads. Any form of trade plate is NOT permitted.

5.2.1 The Stewards reserve the right to exclude from the event at any time any competitor who has breached civil law, traffic regulations and acted in any manner not conducive to the smooth running of the event or behaved in such manner to bring the event into disrepute. Such decision is at the sole discretion of the Stewards and not subject to appeal.

6. SCRUTINEERING

6.1 Scrutineering will take place at pre-allocated times on Saturday & Sunday, 4th & 5th February 2017 from 9h00 to 17h00 and from 8h00 to 12h00 respectively.

6.2 No car will be allowed to start if it does not meet the minimum safety requirements as laid down in these regulations.

6.3 Documentation for the event will be at the Rally Headquarters and the documents to be checked will be:

- 1) National or International Competition Licence and normal driving licence as required.
- 2) Car registration documents.
- 3) Authorisation to compete abroad by the ASN's.
- 4) Carnets for the vehicles.

Competitors and service crew are obliged to obtain visas for South Africa prior to their arrival in South Africa.

7. ENTRY FORM - ENTRIES

7.1 Entries will open immediately and close on Friday, 6th January 2017.

7.2 Entries can be sent to the Rally Secretariat on the address and numbers in these regulations.

7.3 Entries will be limited to a maximum of 60 cars

If the entry is fully subscribed then the organisers may allow entry on a reserve list. The permission for these reserve cars to run may only be granted by the Stewards.

7.4 It is the obligation of the Entrant / Crews to provide the homologation papers of the car entered and of its relevant date of manufacture and / or any other documentation required to prove the validity of any modification used in the car to show this was from that period.

7.5 Late entries may be accepted after the closing date of 6th January 2017 with the approval of the Stewards.

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8. FEES - INSURANCE

8.1 Sum of Fees for the event is as follows:

1. ENTRY FEES : US\$ 5000

8.1.1 The fees payment method is as follows and must be strictly adhered to:

1. FOR ENTRY:

- a) Upon application/registration : US\$ 500.00
b) By 1st June 2016 : US\$ 1,500.00
c) By 1st September 2016 : US\$ 1,500.00
d) By 1st December 2016 : US\$ 1,500.00

8.2 Entry application will only be accepted if accompanied by the compulsory documentation fee of US\$ 500 which is non-refundable. Details of the bank and account for the transfer of entry fees will be on the invoice received once the entry form is submitted.

8.3 Organisers reserve the right to refuse any entry application, without giving any reason.

8.4 The organisers may permit the change of Crew from those nominated on the entry form at any time with the written permission of the Clerk of Course.

8.5 The car nominated on the entry form may be changed before the event starts with the permission of the Stewards.

8.6 Personal accident cover for participating crew is compulsory and crews must produce evidence of this PA Insurance at Documentation.

8.7 Manufacturers and Club Teams of not less than 3 and not more than five cars may enter on payment US\$ 200 (or any equivalent currency) per car at documentation. Any crew may only enter one manufacturer and one club team. The winners of the team award (manufacturers, club or other teams) will be determined by the least accumulated score of the best 3 team members.

8.8 In the event a competitor cancels his entry or non-payment of fees by the due dates the following refunds will apply:

- a) Application fee non-refundable
b) Withdrawal before 1st August 2016 – 100% of the fees already paid
c) Withdrawal before 1st October 2016 – 50% of the fees paid
d) Withdrawal before 1st December 2016 – 25% of Fees paid
e) Withdrawal after 1st December 2016 – No refund.

In case the event is cancelled by the organisers entry fees paid will be refunded in full minus the administration fee of US\$ 500.00

8.9 **Entries** - The entry fee will include the following:

- a) Six (6) tickets to the prize-giving event.

- b) An event clothing pack for the driver and navigator.

8.10 At a point when the competitor retires from the event he relinquishes all rights and benefits of the competitor.

9. INTERPRETATION OF REGULATIONS AND THEIR AMENDMENTS

9.1 The organisers reserve the right to amend the present regulations and the rally route in accordance with any condition and circumstances and these amendments will be announced by a dated and numbered Bulletin which will be deemed to be an appendix to these regulations.

9.2 Such Bulletins will be posted at the rally headquarters and during the event be presented to competitors who must acknowledge receipt by signature. All Bulletins issued prior to the event will be sent by e-mail to all entrants and posted on the official website. Such notification is deemed to be official posting of the Bulletins by Rally H.Q.

9.3 The Clerk of Course is responsible for the application of the regulations during the running of the event

9.4 The interpretation of these regulations and the subsequent bulletins will be the decision of the Stewards and will be final and binding. The Stewards of the Meeting have absolute discretion to impose any penalty for any incorrect, fraudulent or unsporting behaviour by any competitor or persons concerned with the entry.

10. ADVERTISING

Organiser advertising is compulsory and must be attached to the points on the car as given on the bulletin supplied at documentation. The stickers must not be **cut or damaged** in any way before attaching to the car. In addition:

- a) A space of 70cm x 60 cm on the front doors of the car must be kept free for organisers advertising and competition numbers. The central part of the roof must also be kept free for competition number 57cm x 57cm to enable identification of the vehicle from the air. These will be supplied by the organiser at Documentation and must be removed or cancelled upon retirement from the rally.
- b) The country of origin of the driver must be written centrally on the roof above the windscreen in letters not less than 7cm high (e.g. SWEDEN, KENYA, SOUTH AFRICA).
- c) The organiser's compulsory advertising will be placed on the top of the windscreen and will be 12 cm high and will cover the entire width of the windscreen.
- d) Anyone not wishing to carry any organisers advertising except the compulsory 3 Rally numbers and 2 rally bonnet and boot plates must pay an increased entry fee of **US\$ 2000** to the organizers, before Scrutineering.
- e) The driver and co-drivers name should be written on both rear side windows of the car in letters not more than 7 cm high. The flag of the country of origin of the driver and co-driver must also be displayed on the same window before the name.

11. GENERAL OBLIGATIONS

11.1 The wearing of helmets by both drivers **is compulsory** during all special stages.

11.2 All competitors must wear fireproof clothing as required by Motorsport South Africa regulations.

11.3 Competition numbers must be removed or cancelled upon retirement from the rally.

11.4 Reconnaissance is not permitted unless specifically allowed by the organisers. Pre-event cars sent to check the route are also strictly forbidden.

11.4.1 The use of any form of notes or any form of directional notes not supplied by the organisers is banned. Anyone found using such notes will be excluded from the event. There may be searches of the car and drivers' luggage organised at random points to ensure compliance with this regulation.

11.5 **TYRES:** The quantity of rally tyres used is free.

11.6 **FUEL:** Fuel must conform to normal pump fuel as available in South Africa. The addition of Octane boosters is permitted.

11.7 **Radio:** VHF or HF radios are NOT permitted. Cellular and satellite phone communication is permitted.

11.8 A car will not be allowed to start the event unless it has on board:

- 1) Two pieces reflective warning triangle.
- 2) A suitable AA or organisers approved medical Kit.
- 3) At least two 2 kg capacity fire extinguishers.
- 4) Road legal, licence and insurance. Garage plates are not permitted.
- 5) An OK and + Medical board

11.9 The use of helicopters or aircraft during the rally by competitors is forbidden. The penalty for the use of aircraft or helicopter is exclusion. No private competitor or spectator is permitted to use a helicopter for any purpose without the express permission of the organisers and must comply with the helicopter regulations of the organisers.

12. RUNNING OF THE RALLY

12.1 Official time for the Rally will be GPS time.

12.2 SCRUTINEERING

Scrutineering will take place at the Rally Hotel, South Africa on the date and times in the programme and all cars taking part in the event must attend Scrutineering with the full crew at the prescribed time in accordance with the timetable issued in a bulletin.

12.3 The scrutineers have absolute discretion to mark and seal components before and during the event. When these marks or seals are affixed, it is the responsibility of the crew to ensure they are protected until after the rally. Should the mark or seal be missing the car may be excluded.

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The Engine block and Chassis of all competing cars may be sealed and the responsibility of ensuring the seals are intact throughout the event is the crews'. The penalty for a missing identification seal could be exclusion. It is the crew's responsibility to make suitable holes in the components for fitting of the seals.

12.4 Road Book and Time Card

- 1) Each crew will receive detailed road books with 'tulip type' diagrams for the Road sections and either tulip diagrams or standard pace notes for the competitive sections providing the details on the route to be followed.
- 2) At the start each day the competitor will be given a 'Time Card' where officials of the event will enter the times of passage from each Time Control. The crew is solely responsible for the safe keeping of these Cards and the penalty for loss of the time card may be exclusion. Any amendment or correction in these time Cards may only be carried out by an official of the event and may result in exclusion if not done by an official.
- 3) Any form of advance car checking the road book for any competitor is forbidden and the organisers will have special checks along the route in advance for this. The competitor who arranges this advance checking will be excluded.

12.5 Overnight stops

Every night there will be a 'Parc Ferme' enforced at all overnight stops. The organizers will arrange an area for this 'Parc Ferme' and there will be a penalty (see Article 13) for not reporting to the 'Parc Ferme' at your due time.

12.5.1 At the end of every day's competition there will be a maximum of two hours allowed for service and the penalties as in the regulations for late arrival into 'Parc Ferme' will apply. There is no penalty for early check in into 'Parc Ferme'.

12.5.2 A member of the service crew may move the competing car from the Holding Area into the Service area and from the Service Area to the Parc Ferme BUT must ensure that all control procedures are completed with the time card.

12.5.3 **Early check-out from a holding area** is permitted without penalty but the time out must be the actual time out and not the intended time out.

12.6 Running of the event: Controls and Timing Penalties

12.6.1 The route will be divided into two types of sections – road section and special stages.

12.6.2 FIA type signs will identify all controls.

12.6.3 The stopping time at a time control must not be more than necessary for completing the control operations. Any car that does not start in the control area must be pushed out immediately.

12.6.4 The car and crew must visit the control in the right direction and approaching the control from any other direction will not be considered as proper passage resulting in a penalty as in Section 13. It is forbidden to reverse in a control area and offenders will be reported to the Clerk of Course.

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- 12.6.5 Controls will open 60 minutes before the first car and close 30 minutes after the due time of the last car running on its maximum lateness or at 18h30 which ever is earlier. The Clerk of Course retains the authority to modify these times by bulletin should the need arise. Additionally, for safety reasons the Clerk of Course retains the right to close the start of any competitive control if it is deemed that it is not possible to complete the special stage before dark. All controls will close by 18h45 at the latest so as not go into darkness of night. Any crew arriving at a control after their maximum lateness has expired, or after the control has closed will be penalised as laid down in Section 13.
- 12.6.6 There will be no penalty for early arrival at the final control or holding control of any day.
- 12.6.7 Penalties for early and late arrival at any other control are as follows:
- For road sections as follows: 10 seconds per minute late.
1 minute per minute early
- For Special Stages: The time taken in Hours : minutes : seconds
- 12.6.8 Passage controls may be established to ensure the right passage. And crews are obliged to get the stamp of the passage controller. If a stamp is missing then the crew will be subject to a penalty as laid down in these regulations in Section 13 13.8.
- 12.6.9 The Maximum lateness is 30 minutes between any two time controls and 60 minutes for the whole day. Once a competitor is OTL then he is deemed to have missed stages or the whole day as per Article13.
- 12.6.10 Special Stages sections will be held on closed roads.
- 12.6.11 Holding Areas: The organizers will establish "Holding Areas" at suitable locations along the route and at the final control of each day. These holding areas will operate under Parc Ferme rules. Cars will be held within this area for an allocated "Target Time".

Such controls are not regrouping controls. Holding Areas are established primarily to allow the service vehicles to move forward along the route and for Service Cars to catch up at the end of the day.

At the end of the day early check-out of the Holding Area is permitted without penalty if the service crews have arrived and are ready to work. The time out given must be the actual time out and not the intended time out.

Penalties for early or late arrival will be the same as laid out in Article 13 for road sections.

At the end of the Day members of service crew are permitted to check out their vehicle from a holding area on its due time or earlier without penalty but the time recorded must be the actual time out. A vehicle maybe pushed out of the holding area if required without penalty.

12.7 Service

- 12.7.1 Competitor may have any number of service or management cars.
- 12.7.2 Two (2) sets of Service books for service vehicles will be issued and service points will be advised by 6th January 2017

12.7.3 Service is permitted anywhere but must be conducted in a safe place well off the road. In the event of a competitor having a mechanical problem in a special stage the service vehicle must obtain permission from an official of the rally to go to the car and repair it.

If the rally car is in a special stage section then the service car must only travel in the same direction as the rally with the permission of the CofC and only after the last car running in the stage.

The penalty for driving against rally traffic in a special stage may go as far as exclusion of the competitor responsible for the offending service crew.

12.7.4 Competitors are deemed to be responsible for the actions/behaviour of their service crew.

12.7.5 **Service Zones**

At all rest halts during the event an imaginary "Service Zone" of 300m meters circular area around the Parc Ferme for that evening is created.

All vehicles entered in the event must be serviced and repaired within this Service Zone. Non-compliance will be reported to the Stewards for action.

Should any vehicle need repairs which require outside equipment then the entrant may make an application to the Clerk of Course or any Deputy Clerk of Course for specific permission to remove the vehicle from the "Service Zone" which must be obtained in writing.

12.7.6 **Service Time Allowed**

At the end of every day's competition there will be a maximum of two hours allowed for service and the penalties as in the regulations for late arrival into Parc Ferme will apply. There is no penalty for early check in into any end of the day Parc Ferme.

12.8 **Missing of Stages or full Days.**

Drivers will be permitted to miss Special Stages and full days with penalties as specified in these regulations under Section 13.4 or 13.10 and still re-join the rally. Any driver missing more than 2 days will not be classified.

12.9 **Accidents**

However minor must be reported to the Clerk of the Course.

12.10 **STARTING ORDER**

The organisers will establish the starting order. The start order of each day will be on the overall classification but the organisers reserve the right to re-seed any competitor based on safety.

12.11 **COURSE OPENING CARS AND SWEEPERS**

The organisers may provide course opening car/or cars and a course sweeper at their discretion.

12.12 **TIE-BREAKER**

In the event of a tie the competitor to have the fastest time on the first special stage section and if this is the same the next special stage section etc will be declared the winner.

13. PENALTIES

13.1 Early check in	1 min per minute
13.2 Late check in	10 seconds per minute
13.3 Late arrival into Parc Ferme	10 seconds per minute
13.4 Missing a Special Stage (a competitor is deemed to have missed the section if any one of the time controls at the start or end of the stage is not visited.)	30 minutes + the fastest time done in this stage
13.5 Alteration to Time Card	60 min + Stewards Decision
13.6 Speeding (1st Offence)	1 Minute
Speeding (2nd Offence)	5 Minutes
Speeding (3rd Offence)	15 minutes
13.7 Entering a Control from the wrong direction	As per 13.4
13.8 Missing stamp or signature on Time Card	As per 13.4
13.9 Loss of Time Card or Scrutineering card	Maybe Exclusion
13.10 Missing the whole day	120 minutes per day Plus the total fastest time of Stages of the day
13.11 Regulation infringement deemed applicable by the Clerk of Course (Subject to protest):	
1st Offence	5 minutes
2nd Offence	15 minutes
3rd Offence	60 minutes
4th Offence	Maybe exclusion
13.12 Any form of pre-rally recce of the route by a competitor/entrant or his agents or the finding of any form of notes in a competitors possession other than the organisers	Definite Exclusion

14. Protests - Appeals.

14.1 Final results. Results will be declared final 30 minutes after provisional results have been posted at the end of the rally. No query will be considered after the 30 minute period has expired. Daily results final after 24 hours.

14.2 The Protest fee is set at US\$ 300 payable in cash (or equivalent amount in another currency) at the time of handing in the protest in writing to the Clerk of Course and all protests must be made in writing. The protest can be handed in at any time during the rally.

14.3 If the protest involves the dismantling of another competitor's car the claimant must pay an additional deposit of US\$ 2000 (or equivalent amount in another currency)

14.4 The expenses incurred by the work and by the transport of the car will be borne by the claimant if the protest is unfounded or by the competitor against whom the protest is lodged if it is upheld.

14.5 A competitor may lodge an appeal against a decision of the Clerk of Course but the decision taken by the Stewards of the meeting will be final and binding.

14.6 At the end of each day provisional results will be posted as soon as practicable on the official notice board at the overnight halt. Any inquiry on the times of these results can be made in writing to the Clerk of Course preferably by the next evening.

15. Prizes - Awards- Prize-giving

The prize giving will be held at a Gala Party after the finish.

15.1 List of Awards

Overall Awards: 1st to 10th - Trophies and Replicas.

Class Awards: 1st and 2nd in Class.

Finishers Awards: To all finishers.

Merit award to be given at the Clerk of Course discretion, to a crew who need not be a finisher.

APPENDIX B

TECHNICAL APPENDIX – VEHICLES REGULATIONS

FIA Appendix K technical regulations apply to this event: website – www.fia.com

1. CARS ALLOWED IN THE EVENT

Cars allowed to enter the 2016 Classic Rally South Africa are, any passenger vehicle manufactured before 31st December 1985, with not more than 6 seats including the estate car derivative.

Commercial vehicles, SUV's, motorised caravans, 4WD vehicles and any vehicle fitted with a turbocharger or supercharger are not permitted in the event.

Where a modification was homologated on a vehicle within the period specified by the manufacturer it is the onus of the competitor to provide details of this homologation and/ or period evidence when requested.

It is the responsibility of the entrant/competitor to comply with these regulations and to show the organiser that the vehicle complies.

2. SAFETY REQUIREMENTS FOR ALL CARS

2.1 All vehicles in the main rally event must be fitted with a roll cage. Specifications of the roll cage in the FIA Appendix K (www.fia.com) are highly recommended. Welding or bolting of the roll cage and reinforcement to suspension turrets is permitted.

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2.2 All cars must be fitted two fire extinguishers securely mounted and easily accessible by the crew. Vehicles must have a minimum of two hand held fire extinguishers with a total minimum capacity of 2.4 litre AFFF or 2 kg dry powder. All extinguishers must have a visual method of checking the charge either by gauge or certified label.

2.3 Vehicles must have a protective bulkhead of non-flammable material between the engine and the crew compartment capable of preventing passage of fuel and flames in case of an accident.

Also the vehicle must be fitted with a fireproof bulkhead or container to current FIA standards between the fuel tank and the crew compartment capable of preventing the passage of the flame and fluid. Where fuel tank and/or fuel pumps are mounted within the bodywork a drain hole and hose of no less than 20mm diameter must be present to evacuate any leaked fuel in the case of unforeseen tank failure or leakage. Fuel tanks mounted to the underside of the vehicle only require a venting hole drilled through at the lowest point in protection guards if fitted.

2.4 All fuel lines and connections and filler pipes must be enclosed within a liquid proof metal tube or casing and any breathers and overflow pipes must be of metal or metal braided. Any pipes carrying flammable or hot liquid passing through the passenger compartment must be metal, metal covered or metal braided.

- a. A sealed metal cover or container must enclose any oil tank or expansion bottle located within the crew compartment.
- b. Additional metal fuel containers are permitted provided they are not carried in the passenger compartment and are securely fixed and must be checked at Scrutineering.
- c. All vehicles in the rally must be fitted with a circuit breaker which can isolate all electric circuits and stop the engine from both inside and outside the car and these must be clearly labelled with a red arrow.
- d. All vehicles in the main rally must be fitted with full harness seat belts to the current FIA standards.

2.5 All cars must be fitted with a windscreen of laminated type glass.

2.6 The maximum fuel tank capacity is free. If the tank is not a standard tank as supplied by the manufacturer then it must be an FIA approved safety fuel tank or any tank acceptable to the Chief Scrutineer.

Additional fuel containers are permitted provided they are securely fixed and not in the passenger compartment.

2.7 All cars must carry a First Aid kit and two red warning triangles.

3. BODY MODIFICATIONS

3.1 The original bodywork shape and materials cannot be changed other than the use of lightweight panels for doors, bonnet, boot, wings etc only provided the manufacturer has homologated them before 31st December 1985. Proof of homologation is the responsibility of the competitor if requested.

3.2 Extra roof vents and exhaust vents for passenger compartment are allowed.

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- 3.3 Vehicles must have mud flaps of stout material behind the rear wheels and driven wheels as a minimum. The mud flaps must cover the tyres from the rear.
- 3.4 Vehicles must be fitted with a windscreen of laminated glass. All other windows must be as original except for those noted below.

For reasons of safety side and rear windows only maybe be changed to Perspex or plastic window. Plastic windows must be as per FIA Appendix K - Article 13.2 which permits the replacement of the rear window as well with a clear rigid transparent material of at least 5mm thick.

4. MECHANICAL MODIFICATIONS

4.1 ENGINE, GEARBOX, BRAKES, EXAUSTS

The engine must be that originally specified for the car by the manufacturer or an engine homologated as an option before 31st December 1985.

The cylinder block and head must be the same as originally fitted to the car. This means that the engine may not be changed from the original model to another engine homologated at a date later than the cars year of manufacturer unless this engine modification is a variant in the cars original homologation paper before 31st December 1985.

Engine capacity is restricted to the manufacturer's specification for cars produced before 31st December 1985 or homologated option before that date.

Engine overbore beyond 60 thousandths of an inch over the manufacturers standard specification will not be allowed.

Camshafts must remain in the original location and number but their specification is free.

The following lists of specific modifications are to be adhered to:

- a) Engine oil cooler may be added within the bodywork and may not protrude the cars silhouette.
- b) Turbo chargers and super chargers are not permitted.
- c) Carburettors and manifolds: Induction is free but must respect period designs and technologies. Fuel injection systems must be run with period management systems and any modern ECU (electronic control unit) within period "look" casings are not permitted. Period ECU's must retain their original input and output functions and evidence of such fuel injection systems, component parts and their technical composition must be produced to the scrutineer.
- d) The mechanical method of coil discharge triggering within a distributor i.e. points and condenser may be changed and converted to an electronic one. The original distributor housing may be changed but the distributor must retain its original function and location.
- e) Electronic ignition conversions (ECU's) that are 'programmed' or 'mapped' and use of external sensors to the distributor as a means of triggering are not permitted.
- f) It is forbidden to fit O2 or Lambda sensors in the exhaust manifold with dashboard read outs.

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- g) Unless the Homologation Papers show / or evidence and “proof of period use” does not exist then the following items are **NOT** Permitted:
- The use of additional sensors in/on the engine, air intake, exhaust systems or manifolds.
 - The use of electronic ignition systems that can be altered, either manually or electronically whilst the car is moving.
 - The use of any electronic component that can or could transmit information or data regarding the engine, gearbox or diff performance.
 - It is permitted for locations for sensors / components to be installed to aid diagnostics during service. However these sensors / components must be removed and blank plugs fitted when the car is not being serviced.
- h) The gearbox casing and number of gears must be those specified and fitted to the car before 31st December 1985 or those, which have been homologated for competition before that date.
- i) Exhaust systems are free.
- j) Wheels and tyres: These must be as homologated for the period as per the FIA Appendix K. Off-road or Cross country type tyres, racing tyres and slicks are not permitted.
- k) Protection guards on the gearbox and differentials are permitted and recommended.
- l) Gearbox and differential oil coolers are permitted provided that they are housed within the original bodywork and do not change the original profile of the car.

5. WEIGHT

The weight of the car must not be less than the weight of the production car and or the homologated weight in the papers.

5. SUSPENSION

The basic design and operating principal of the suspension must remain as the homologated or standard vehicle of the period before 31st December 1985 i.e live axle, double wishbone, MacPherson strut etc.

The original chassis pick points must be respected and the mounting location points must be the original rotational centres with a tolerance of +/- 10mm. Rubber bushes may be replaced by larger or smaller diameter parts, rod ends or uniballs. Mounting bolts size maybe changed.

Due to the nature of the event strengthening of pressed steel suspension components are permitted but such reinforcements must follow the original profile of the component. Such original components may not be replaced with alternative fabricated parts (tubular frame parts)

Springs and shock absorbers (including coil over springs) are free however the type (e.g. leaf or coil) must be as original.

Sway bars may be added or increased in size or removed. Check straps for extension are permitted. Twin shock absorbers are not permitted.

APPENDIX C

REGULARITY SECTION – CLASSIC SA CHALLENGE

DEFINITION OF THE EVENT

The Classic Rally South Africa are the organizers of the Classic SA Challenge which is a regularity and touring event where competitors try to attain a set average speed which will never exceed 40kmph on the special stages of demanding roads as used by the Classic Rally South Africa.

Spirited, safe driving is required – it is not about outright speed. The event will be organized and run in accordance with its Supplementary Regulations to be published very soon.

The route

The event starts from the Rally Head Quarters in White River on Monday 6th February 2017 and will start 20 minutes directly behind the last car participating in the Classic Rally South Africa. The first cars will finish by about 15h00 each day. There will be no overnight “parc ferme”. The distance covered each day varies between 150 – 250 km in total covering 3 special stages per day.

ELIGIBLE CARS. There will be three classes:

Class 1 – Saloon cars and Station Wagons

Class 2 – SUV 4x4 recreational vehicles

Class 3 – Single cab and Double cab Bakkies (pick-up vehicles)

All vehicles must be properly licensed for use on the public roads. No special preparation is needed but a sump shield and tank guards are recommended. Any modern 4x4 (SUV) vehicle should be ready to tackle the event as it comes out of the showroom. For other vehicles, are recommended. Other preparation is optional.

ELIGIBLE COMPETITORS. Any person with a current driving license is eligible to enter. Non-driving passengers without a license are permitted. The minimum number in a crew is two and the maximum four. Normal safety belts are permitted and crews do not need to wear rally clothing.

ENTRIES & EVENT DATES

Scrutineering

5th February 2017 at Rally HQ in White River

Start of Rally

6th February 2017 at Rally HQ in White River

All night stops

At Rally HQ in White River for **all five six** nights

Rally Finish and Prize Giving

10th February 2017 at Rally HQ in White River

ADVERTISING. There will be no limitations as to the amount or size of advertising or sign writing other than provision must be made for the Organizers advertising and vehicle identification.

Classic Rally South Africa Pty Ltd. 526 Cliff Avenue, Waterkloof Ridge X 2, Pretoria 0181
SOUTH AFRICA.

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APPENDIX D

ADVERTISING APPENDIX

1. Location of Compulsory stickers and their position on the rally car.
2. Location of the Bonnet and Boot Plate is as per the diagrams below and no other location will be ...accepted
3. Stickers must not be cut or defaced in any way before attaching onto the rally car.

