



NAMIBIA

MOTORSPORT

FEDERATION

NMSF STANDING SUPPLEMENTARY REGULATIONS

RALLIES PART 1 & PART 2

STANDING SUPPLEMENTARY REGULATIONS APPLICABLE TO ALL RALLIES FOR 2025

Part 1:

Applicable to all events

Part 2:

Applicable to special stage events

PART 1 APPLICABLE TO ALL RALLY EVENTS FOR 2025

SSR

- A.** These rules together with the NMSF Sporting Regulations (SPR's) of the Namibia Motor Sport Federation (Herein after referred to as NMSF) replace all previous rules and regulations in respect of Rallies in Namibia.
All qualifying rallies shall be held under the NMSF's SPR's, SSR's, these Regulations, and the event Supplementary Regulations (SR's) as issued by the Promoters/ Organisers.

1. ELIGIBLE COMPETITORS AND ENTRANTS

Any person or legal entity holding a competition licence valid for the current year is eligible to compete. Where the entrant is a legal entity, or in any case not part of the crew, the first driver named on the entry form will be held solely responsible for all the liabilities and obligations of the competitor, throughout the whole competition.

Any competitor applying for a competition licence: Competitors aged 15 to 16 years of age may only obtain a competition licence endorsed for Navigating purposes. Competitors aged 16 and older in possession of a learner's licence may be issued with a competition licence permitting the competitor to drive a vehicle permitting that the Navigator holds a driver's licence failing which licenses must be endorsed for Navigation only. Any competitor in possession of a licence endorsed as a navigator may however drive a vehicle on private property if such conduct is authorised by NMSF.

Only a member of the crew holding a suitable competition licence may be in control of the vehicle during the event. For all events, the driver must not be less than 16 years of age and hold at least a valid learner driver's, licence, and provided in this case that the navigator is the holder of a valid national driver's (not learner's) licence. A co-driver who is under the age of 16 years and who does not hold a valid national driver's licence can apply for a restricted co-driver only licence.

2. CREWS

Only crews made up of 2 persons shall be permitted to start. (If more than 2 persons are permitted, this must be stated in the SR's). The two members of the crew will be nominated as driver and co-driver. Both members of the crew must be on board of the car throughout the entire duration of the rally, with the exception of cases provided for in the present regulations. If one member retires, or if a third party is permitted on board (Except if this is to transport an injured person or, in the case of regularity rallying, to convey an official of the event should this be necessary), the car shall be excluded from the rally.

3. ELIGIBLE VEHICLES

Only four (4) wheel vehicles are eligible, except for Classic, Marquee or Vintage rallies, where three wheeled vehicles are eligible. In the case of commercial type vehicles, the crew must be conveyed in the passenger compartment.

Note:

In the context of the foregoing, a commercial vehicle is deemed to be a car and all reference to cars in the SR's, SSR's and SPR's, in applicable Motorsport circulars and in official instructions, will apply equally to commercial type vehicles.

4. EQUIPMENT

i) All vehicles must be in safe touring trim, in a roadworthy condition and must comply with the provisions of the Road Traffic and Transport Act and any Regulations promulgated in terms thereof, as may be applicable.

ii) SAFETY BELTS

All cars must be fitted with lap and diagonal safety belts or full harnesses for each member of the crew. For special stage rallies (Refer SPR 239) a minimum of a four-point FIA harness must be fitted. The belts or harnesses must be properly secured to the floor, chassis, roll cage or bodywork, as the case may be, to the satisfaction of the Scrutineers and must be worn by all members of the crew whenever the car is in motion during the event. A safety harness must be used in its homologation configuration without any modification or removal of parts, and in conformity with the manufacturers' instructions. The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed, or weakened due to the actions of chemicals or sunlight. They must also be replaced if metal parts or buckles are bent, deformed, or rusted. Any harness which does not function properly must be replaced.

Note must be taken of the expiry date that is on the label on the harness. If the label is missing and the age of the harness cannot be verified, the harness must be replaced. Harness may be used for up to five (5) years beyond their normal expiry date subject to the following conditions:

- a) Competitors are the best positioned to know the history regarding their safety equipment, and the onus must therefore logically rest with each individual competitor to decide whether or not to continue using his/her safety harness beyond the normal expiry date.
- b) Technical officials retain the right to reject any safety harness obviously damaged/defective, regardless of whether such harness is within, or outside, its expiry date.
- c) Where it is impossible to determine the expiry date of a safety harness (such as in instances where the label is missing or damaged) such harness shall automatically be rejected. See SPR 239

If a vehicle is involved in a collision or a rollover to the extent that it is in a condition to safely continue in the event, the safety harnesses are to be inspected for any cuts or damage by the Scrutineer or Clerk of the Course for safety purposes. Kindly note, despite being allowed to complete the event, the harness may be indicated to be replaced before the next rally as per the harness manufacturers recommendation.

NOTE: The above dispensation is in no way intended to compromise safety. It simply empowers competitors to make a conscious decision that their safety harness is still in a serviceable condition beyond their normal expiry date and therefore to continue using them in competition.

iii) All cars must have at least one danger warning triangle 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 in an exposed or dangerous position.

iv) All cars must be fitted with 2 fire extinguishers of 2,5kg minimum capacity (with at least 1 in an accessible place), containing an extinguishant for motor vehicle fires as approved by the SABS / NMSF / FIA. If a vehicle is fitted with a piped system only 1 additional extinguisher will be required. If a gauge is not fitted, evidence must be furnished to show that the extinguisher was purchased new or serviced within the prior six months. Refer SPR 257. The NMSF will accept the Fire Stryker product as an extinguisher to be used in all vehicles. The provision being that the Fire Stryker product matches the capacity of the conventional extinguisher. For example, a 2.5kg conventional extinguisher would be the equivalent of a 13B Stryker or similar.

v) **All cars must carry Medical Aid Boards, which must be used according to the following instructions:**

a) Description of board and availability

- i) The board will be white, approximated 415mm in length and 360mm in width.
- ii) On one side there will be a reflective red cross and on the other side a letter "O" or "OK" in reflective green.

b) Carrying of boards in rally cars

- i) Boards must be properly secured to the inside passenger compartment or be secured together with the warning triangle to avoid loss, damage or injury in the of an accident.
- ii) They must be easily accessible to the driver and / or co-driver as they vacate their seats in the event of an accident. Scrutineers will check the position and securing of the board 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 in an approved manner.

- c) **Use of board following an accident**
- i) 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 must be displayed. Should medical assistance be required the board must be in such a manner that the Red Cross is clearly visible to all approaching competitors.
 - ii) It is emphasised that the board must be clearly visible to approaching competitors, preferable 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.
 - iii) Should a competitor happen to come 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 assistance shall display their board showing the Red Cross. 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 incoming competitors until the vehicle has been removed. Obviously following on where no injuries are involved, the green "O" or "OK" must be displayed for the benefit of other competitors.
- d) **Penalties**
- Competitors who fail to stop on arriving at the scene of the accident, where no medical-aid board is displayed or where a red cross is displayed, are guilty of contravening motor sport regulations and may be excluded from the results and/or reported to the Stewards for further disciplinary action. Competitors not injured following an accident who 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 for the event who in turn may precipitate further action being taken against the offenders by NMSF.
- Misuse of the medical warning boards will be treated as a serious offence and will be dealt with as such.
- e) **Compensation for competitors rendering assistance**
- Competitors, who render "bona fide" assistance in complying with the foregoing instructions to the use of medical boards, shall not suffer serious prejudice as a result 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. Once proven, an average penalty over the best 33.3% of the controls scored shall be allocated to the controls affected as a result of stopping. This is in the case of regularity or sealed odometer events only. In other rallies, depending on the circumstances the stage involved may be cancelled, or the competitors 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, performance being measured as a percentage of their own time against the fastest time overall on each of these three stages. Any additional lateness proven to have incurred shall be treated as dead time.
- f) **Safety Equipment**
- It is compulsory for each Special Stage Rally competitor to carry an NMSF approved medical kit i.e. two kits per car.
- g) Helmets must be FIA, SABS or MOT approved for motorsport and must remain in its original specification. (SPR239)
- h) For Special Stage Rallies, all competitors must wear either FIA approved or MSA level one or level two racing suits (South African Suppliers available). FIA or Nomex underwear is compulsory with level one racing suits comprising a long sleeve top and long johns, with a balaclava optional. (SPR239)
- i) The use of a FIA/SFI approved neck restraint device is compulsory.
- j) All cars must be fitted with FIA approved competition seats and seat mountings

k)

Medical Aid Kits

It is compulsory for each Special Stage Rally competitor to carry an NMSF approved medical kit i.e. two kits per car.

The Medical Kit as mentioned in (f) above shall comprise of the following:

- 1 x Tube Antiseptic Cream
- 1 x Bandage 75mm wide x 4.5m long
- 1 x Burn shield or Burn-Eaze Dressing: 10cm x 10cm
- 1 x CPR mouthpiece with Plastic Skirt
- 5 x Cotton Wool Balls
- 1 x Eye drops (minimum 10ml)
- 1 x First Aid Dressing No. 2
- 1 x First Aid Dressing No. 3
- 1 x First Aid Dressing No. 5
- 2 x Sterile Gauze Swabs: 75 x 75 x 8
- 1 x pair latex Gloves
- 1 x Forceps
- 10 x Painamol or Pacimol or Panado tablets
- 1 x Rescue blanket (space blanket, foil blanket)
- 1 x First Aid Scissors
- 1 x Triangular Bandage
- 1 x Savlon/Dettol (minimum 50ml)
- 5 x assorted Fabric Plasters

5. RALLY PLATES AND COMPETITION NUMBERS

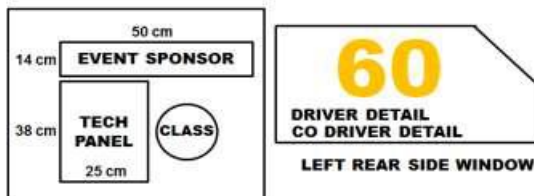
5.1 National Championship Events - Front Door, Windscreen and Side Window Decal requirements.

Crew Names

The Driver and Co-Driver's first initial and surname and blood group to be displayed on the left and right rear window panels in 60 mm high, white letters in Helvetica typeface, and national flags to be displayed alongside surnames and blood groups. 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.

5.2 Numbers and Decals

- 5.2.1 2 x front door panels measuring 50cm long and 14cm wide reserved for the event naming rights sponsor. 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 7cm and 10cm below the bottom window line.

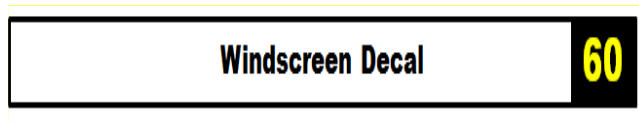


- 5.2.2 2 x numbers for each rear side window which shall be 25cm high with a stroke width of at least 25mm, coloured fluorescent orange (PMS804) and may be reflective. These numbers shall be placed at the top of the rear side window in conjunction with the Crew names.
- 5.2.3 A technical panel, measuring 25cm long and 38cm wide must be affixed from the leading edge of each front door immediately below the door panels. In all cases the Overall Championship Sponsor has the right to the top 100mm of the technical panel.
- 5.2.4 The class decals which are round and 19cm in diameter, must be affixed immediately below the door panels and behind the technical panel.

5.3 FRONT WINDSCREEN

An area at the top of the front windscreen internally/externally is to be used for decal/s which will have a total maximum height of 150mm over the full width of the screen excluding the competition number mentioned below. The NMSF reserves the right to change this decal to an overall championship sponsor when necessary.

The competitor's competition number, yellow on black 150 mm x 150 mm, must be placed on the right-hand side of the windscreen (when viewed from the front of the car). Competitor to supply this decal.



6. COMPETITION NUMBERS AND ADVERTISING

Competition numbers incorporated in advertising material must not be defaced or removed, such material being deemed to form part of the number.

The numbers are to be affixed to both back side windows of the competing vehicle.

In the case of regularity events, it is permitted for vehicles to only display one number, on the left-hand side door. The front doors must remain completely free of other sign writing and advertising, unless such other sign writing or advertising does not in any way interfere with the competition numbers.

Competition numbers and advertising material must be complete and in position on the car prior to scrutineering, and this will be a condition of permission to start the event.

7. START

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

8. OFFICIAL NOTICES

Any instruction(s) issued during the course of an event affecting the information already given in the road book must either be displayed as an official notice board or issued in writing to each competitor and must be signed by the Clerk of the Course. Competitors must acknowledge receipt by signature. Any such instruction issued verbally will be invalid.

9. SMOKING

Whenever a route passes through a section 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 NMSF for disciplinary action.

10. TRAFFIC REGULATIONS AND 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 organisers prior to the announcement of the provisional results.

11. 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. Infringements will result in exclusion.

12. SET SPEEDS (REGULATORY RALLIES)

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

13. OVERTAKING

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. 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.

14. ACCIDENTS AND INCIDENTS

Competitors shall report to the organisers in writing (Incident Report Sheet) if, during the competition, they have been involved in any accident involving any other person or their property, and failure to do so will result in exclusion from the event and a report being made to NMSF for further disciplinary actions to be taken.

15. RESERVED

16. 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.

17. CONTROLS

A control is a point on the route, which will determine the competitor's progress during the competition. For a control to be manned, the control Official/s must be within 10 meters of, and visible from the control sign/s except at hidden controls. If a competitor has more than one time of arrival at a control, only the earlier time will be scored. Other than where the control area is designated by start and end boards, the control area is defined as being 10 meters before the control board to 10 meters after the control board where only one control board is used, or from 10 meters before the first board to 10 meters after the last board where more than one type of control board is used. The control area as defined is a restricted area in which no operation, checking, tuning or repair is allowed, other than as provided for in the SR's governing the event, under pain of exclusion. Only the designated crew/remaining competitors and/or officials may push the car into, or out of the control area. For safety reasons the crew only may clean the windows and lights of their vehicle with anything on board. Parc fermé regulation apply to all control zones.

18. PARC FERMÉ

A parc fermé is a designated area where the competitor is obliged to bring his car/s as laid down in the SR's. The SR's must specify the place(s) where the parc fermé(s) will be set up. The parc fermé shall be of adequate dimensions and sufficiently closed off to ensure that no unauthorised persons may gain access while cars are in the enclosure. The parc fermé shall be reserved for competing vehicles only. The organisers shall appoint officials whose task it shall be to ensure that the parc fermé rules are complied with. Unless provided for in the SRs of the event, no operation, checking, tuning or repairs are allowed in the Parc Fermé.

The cars shall be subject to parc fermé rules in the following instances:

- from the moment they enter a starting area (if one exists – unless specified as a Holding Area in the SR's), a regrouping area or an end of leg area, until they leave one of these.
- from the moment they enter a control area until they leave it.
- from as soon as they reach the end of the rally until the 30 minutes time for lodging protest has expired. Unless a technical protest has been lodged.
- while the vehicles are subject to the Parc Fermé rules, any repairs or refuelling is strictly forbidden, under pain of exclusion. While the vehicles are subject to parc fermé rules, and the scrutineers note that a vehicle seems to be in a condition which is not compatible with normal road use, they must immediately inform the Clerk of the Course thereof who may request that the car be repaired, in which case, the minutes used to carry out the repairs will be considered as the same number of minutes of lateness recorded in a road section. They will therefore be taken into consideration for the calculation of a possible exclusion. Time spent on repairs may not exceed the maximum permitted lateness. If this time is exceeded, exclusion shall be announced.

Repairs In Parc Fermé

Unless provided for in the supplementary regulations of the event, no operation, checking, tuning, repairs or refuelling is allowed in the parc fermé.

By way of exception, and under the supervision of the competent Marshal, the crew may, while in the parc fermé, at the start, regrouping zone or end of leg:

- Change a punctured or damaged tyre using the equipment on board.
- Change the windscreen with the possibility of outside help.

If, in order to change the windscreen, it is necessary to straighten the bodywork and / or safety roll bar, the time taken will be considered as lateness.

- These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions set out above.

If the scrutineers of a rally consider that the state of a vehicle has become so defective that the safety of normal road traffic might be affected, this car must be repaired in the presence of a scrutineer. The minutes taken for the repair must be considered as so many minutes lateness on a road section so as to prevent a crew from trying to regain the time in repairing (1 minute per minute or fraction of a minute). The crew will be given a new starting time after the repair, which incurs a penalty. As soon as they have parked their cars in the Parc Fermé, the drivers will switch off their engines and leave the parc fermé and no member of the crew will be allowed to re-enter it unless accompanied by an official.

To leave a parc fermé for the start, regrouping halt or end of leg, the crew shall be allowed to enter the parc fermé 10 minutes before its starting time.

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 members of the crew. (This manoeuvre will entail a penalty of 30 seconds which will not count towards exclusion).

Any infringement of the parc fermé regulations shall result in exclusion.

All cars parked in an overnight parc ferme must have NMSF approved Environmental Mats placed under the engine/gearbox of the car. The environmental mats may be carried to the parc fermé and handed to the crew to place under the car. The mats may be handed back when leaving parc fermé.

19. DELETIONS

a) Stage Rallying

The Clerk of the Course may delete 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. 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 the Part X – Appeals. An appeal court cannot reverse any action taken merely because the court may have considered taking different action under the circumstances. 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.

b) Regularity Rallying

The Clerk of the Course may, at his sole discretion, delete from the records, controls, as he deems necessary. Such action is then subject to protest to the Stewards of the Meeting.

20. TIME RECORDING

The SR's for the event must state the manner in which times used for scoring will be recorded.

a) A time will only be recorded when a competing car, facing the correct direction, is stopped with the left front door of the car opposite the control sign, except at hidden controls and FFC's. The control sign shall be close to the road, clearly visible to competitors.

b) Except at hidden controls, when times used for scoring are recorded in writing, the onus is on the competitor to see that they are correctly and legibly recorded on the timecard in hours, minutes and where applicable, seconds, and signed or initialled by the control Official. If a mistake is made, the complete entry is to be struck out and the new entry signed in full by the control Official. Mistakes will not be rectified later except

for obvious hour errors.

- c) Every competitor on an event has the right, on request, to see any written or printed matter, records, timecards, etc. pertaining to the event.

21. EXCLUSIONS / PENALTIES

Competitors shall be excluded for any of the following infringements and reported for disciplinary action:

- a) Carrying any unauthorised passengers, other than Officials and / or stranded competitors;
- b) Contravention of the smoking rules in areas designated as “NO SMOKING” in the road book;
- c) Allowing any person who does not hold a competition licence to drive the competing vehicle during an event, except in de-controlled sections.
- d) Failure to declare to the organisers any incident during the course of the event involving any other person or property and their vehicle;
- e) Being accompanied by a service or other vehicle on any part of a special stage;
- f) Any infringement of the parc fermé regulations
- g) Failing to wear or not have properly fastened a safety belt or harness whilst the vehicle is in motion, except in service par areas, or entering service areas after a waiting period.

Competitors may be excluded for any of the following infringements:

- a) Driving dangerously or without due consideration for other road users;
- b) Failing to afford an opportunity to pass deliberately preventing passing;
- c) Contravening any traffic rule or regulations;
- d) Reporting to the start Official without all formalities duly completed;
- e) Taking up a position alongside or ahead of other cars that are stationary at a control;
- f) Committing any breach of the SPR's, SSR's or SR's when no specific penalty (ies) are stipulated;
- g) Exceeding any time limit for lateness as specified in the SR's;
- h) Failing to stop at the scene of an accident where no medical-aid board is displayed or where a red cross is displayed;
- i) Failing to take a marshal board along after marshalling and handing this in at the finish.
(Only applicable to regularity events).
- j) Any conduct or behaviour likely to prejudice the interests of motor sport generally;
- k) Competitors will be penalised 5 minutes for entering a control from the wrong direction, except on special stage events, where the penalty will be exclusion.
- l) 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.
- m) Any competitor failing to arrive at the finish within the allowed lateness ultimately pertaining to the event, and/or failing to hand in his timecards upon arrival at the final control, will be considered a non-finisher.
- n) Competitors will have a penalty of 10 minutes added to their scores for each and every one of the following infringements:
 - i) Having failed to obtain, on their timecard, the control Official's initials and / or signature as required;
 - ii) Failing to present a car for examination at the stipulated time and place, other than on special stage events.

23. NATIONAL CHAMPIONSHIP:

To score towards the National Championship, 6 events will count.

For seven events actually held, the total less one

For eight events actually held, the total less two

Any number of events over the minimum number of six (6) competed in will be dropped using the worst score and DNF criteria. Should a competitor compete in six (6) or less events, all six (6) events or the number less than six (6) will be applied to.

Events not participated in, (DNS), will not be counted as events that a competitor is entitled to drop for the purpose of scoring towards the National championship.

Events started but not completed, (DNF), may be counted as events that a competitor is entitled to drop for the purpose of scoring towards the National championship.

Events which are cancelled will be count as dropped scores for the National championship purpose.
An event is deemed to be held if results are issued.

SSR 24 – 27 RESERVED

PART 2

APPLICABLE TO SPECIAL STAGE EVENT FOR 2024

SSR

28. GENERAL PRESCRIPTIONS APPLICABLE TO ALL NMSF NATIONAL RALLY CHAMPIONSHIP EVENTS (EXCLUDING INTERNATIONAL EVENTS).

Art

1

DEFINITIONS

1.1 Rally of the first category (Sporting event)

A rally consists of a single itinerary, which must be followed by all cars. The route includes several special stages, as well as road sections. Adjustments to the itinerary can only be done by the Clerk of the Course during events by means of a numbered bulletin.

1.2 Leg

Each part of the rally, separated by a minimum stopping time.

1.3 Day

Each part of the rally, following on separate days.

1.4 Special Stage

Timed speed tests on roads closed for the rally.

1.5 Road Section

The itineraries between two consecutive time controls are called road sections. Speed alone must not constitute a factor determining the classification of these road sections.

1.6 Section

All the parts of a rally between:

- the start and the first regrouping halt
- two successive regrouping halts
- the last regrouping halt and the finish of the leg or the rally.

1.7 Regrouping

Stop with time controls at the entrance and at the exit respectively, under parc fermé conditions to enable the schedule to be followed on the one hand, and on the other, to regroup the cars still in the rally.

The stopping time may vary from crew to crew.

1.8 Neutralisation

Time during which the crews are stopped by the rally organisers for whatever reason.

1.9 Parc Fermé

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.

1.10 Bulletin

Official written communication which, is an integral part of the supplementary regulations of the rally and intended to modify, clarify, or complete the latter. The bulletins must be numbered and dated. The entrants (or crew members) must confirm receipt thereof by signature.

The bulletins are established:

- by the organisers, up to the commencement of scrutineering.
- by the Clerk of the Course throughout the competition.

1.11 Timecard

Card intended for the signatures and the entry of times recorded by the appropriate marshal at the different control points on the itinerary.

1.12 Crew

A crew is made up of two persons on board each car. The two members of the crew will be nominated as driver and co-driver. Both members of the crew may drive during the rally, and each one must possess a valid national competition licence for the current year and valid for the event as envisaged in SSR 28 Art 28. In the event that the co-driver only holds a competitor's licence, the co-driver will not be permitted to drive during the rally. On special stages, only the nominated driver may drive.

1.13 **Duration of a rally**

Any rally starts with the administrative checking and/or scrutineering (including, if applicable, checks on the spare parts of the car) and ends upon the expiry of one of the following time limits, whichever is the latter:

- time limit for protests, appeals, or the end of any hearing:
- end of the administrative checking and post-event scrutineering carried out in accordance with the Code

2. GENERAL PRESCRIPTION

2.1 The Namibian Rally Championship is only open to series production vehicles which shall compete in the classes as defined in SSR 28 Art 2.1.2. Any vehicle not conforming to the class specification as set out in SSR 28 Art 2.1.2 shall compete in a Rally Challenge Class. Vehicles competing in the Rally Challenge Class shall not be classified for overall victory, nor shall they score in the Namibian Rally Championship, however, they shall score in the Rally Challenge Championship.

2.1.1 Vehicles competing in the Rally Challenge Class shall only compete for an overall win and class position in the Rally Challenge Class but shall not be classified as the overall rally winner. Participants in this class are eligible for class awards/trophies and Overall trophies.

2.1.2 **Eligible cars – National Rally Championship**

Class S1:	Up to 1600 cc
Class S2:	1601 cc to 2000 cc
Class S3:	2001 cc to 3000 cc
Class S4:	Above 3000 cc

Note:

To determine the classification of the cars in the S-Class classification, the following factors will be applied to the engine capacity with a 5% tolerance:

- a) Turbo & Super charged engines - 1.4
- b) 4x4 driven vehicles - 1.4
- c) Rotary engines - 2.0

All the above factors are cumulative on any one car.

(Example: A 1600cc engine, turbo-charged 4x4 Vehicle: – 1600 x1.4 x 1.4 = 3136 - thus class S4)

If the competitor elects to enter in a higher class than his vehicle's actual classification as per the above, such competitor shall remain in the higher class for the remainder of the year.

2.1.3 **Eligible cars – Rally Challenge Class**

Open to all vehicles which does not conform to the specifications in SSR 28 Art 2.1.2 including all bakkies, space-frame vehicles and specialised off-road vehicles.

CR 1 Class – 2x4 Excluding space frames or special build vehicles

CR 2 Class – 4x4 Including Special build vehicles or and Space-frames build vehicles

2.2 **Starting order**

2.2.1 Starting order for the first event of the season, the national classification of the previous year's national championship results will be used in descending order with the Rally Challenge Championship vehicles starting behind the Rally Championship Vehicles

2.2.2 Thereafter, the current championship points standing as at the being of each following event will be used in descending order to determine the starting order for the remainder of the events for that specific racing year. **The Rally Challenge Championship vehicles shall start 5 minutes behind the Rally Championship Vehicles**

2.2.3 The COC may use his/her discretion to change the starting orders for whatever reason he/she may deem necessary.

2.3 **Duration of legs - Speed restrictions**

2.3.1 The maximum scheduled duration of a leg may under no circumstances exceed 18 hours driving time. A maximum total time of 3 hours for regrouping may be added to this total.

2.3.2 This rule does not apply to concentration runs.

- 2.3.3 For legs of duration of less than 6 hours, the stopping time must be at least equal to the duration of the leg. For legs of which the duration is 6 hours or more, the minimum stopping time will be 6 hours.
- 2.3.4 The average speed on road sections taking into account servicing time, must always comply with the road traffic laws of the area. This speed will be specified in the road book.
- 2.3.5 Special stages with a total minimum of 100 km and a total maximum of 130 km will count towards the Namibian Championship.
- 2.3.6 Any event that exceeds the total maximum limits as per Article 2.3.5 above, like the Tara Rally, the first number of special stages that comply with Article 2.3.5 above, shall count towards the Namibia Championship. Organisers of such events must ensure that the requirements as per Article 2.3.5 above are met at the end of a leg and or section.

3. SUPPLEMENTARY REGULATIONS

3.1 Conditions of Publication

- 3.1.1 The supplementary regulations must be in total conformity with all the specifications listed in:
 - the SPR's;
 - these Prescriptions;
 - the Specific Regulations of the Championship concerned.
- 3.1.2 The supplementary regulations must mention explicitly all supplementary specifications, in conformity with the regulatory texts, that the organisers wish to impose.
- 3.1.3 A copy of the **draft** supplementary regulations must reach the NMSF at least 4 weeks before the start of the event, to obtain their approval. During the 4 weeks following the receipt of the **draft** regulations, NMSF will inform the organisers of any modifications to be made or will issue the permit authorizing the publication. A copy of the final supplementary regulations as published must be sent to NMSF at least one week before the final closing date for entries. The various documents, and in particular the supplementary regulations and any information bulletins, must be written in English. The standard text of the Supplementary Regulations is published in the Guidelines. Any deviation from the standard text must be in bold print.
- 3.1.4 The title of the NMSF Championship to which the rally belongs and the official logo of NMSF must appear on the cover or the supplementary regulations of each Championship rally as well as on the bulletins and on the first page of the provisional and official results. This regulation may be waived by the NMSF.
- 3.1.5 The closing date for entries will be as per the SR's per event. The list of entries as well as the starting order of the crews must be published and sent to NMSF after the event.
- 3.1.6 The supplementary regulations must specify the place where, and the time when the provincial 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).

3.2 Amendments to the supplementary regulations - Bulletins

- 3.2.1 The provisions of the supplementary regulations may only be amended in accordance with the SPR's.
- 3.2.2 Any amendment or any additional provisions will be announced by dated and numbered bulletins, which, will form an integral part of the supplementary regulations.
- 3.2.3 These bulletins will be posted in the Secretariat, in the rally headquarters, and on the official notice board(s), and will also be directly communicated to the participants, who must acknowledge receipt by signature, unless this is materially impossible during the running of the rally.

3.3 Application and interpretation of the regulations

- 3.3.1 The Clerk of the Course is charged with the application of the regulations and the provisions during the running of the rally. (Refer SPR 154).
- 3.3.2 Any protests against the decisions will be sent to the Stewards for deliberation and decision.
- 3.3.3 Similarly, any case not provided for in the regulations will be studied by the Stewards, who alone have the power to decide on the matter.
- 3.3.4 In the event of any dispute concerning the interpretation of the regulations, only the English text will be binding.

- 3.3.5 For the exact interpretation of this text the following definitions apply:
- 3.3.5.1 “competitor”, used for either physical or legal entities.
- 3.3.5.2 “crew”, driver, and co-driver.
- 3.3.6 The driver assumes the competitor’s responsibility when the latter is not on board the car.
- 3.3.7 Any incorrect, fraudulent, or unsporting action carried out by the competitor or members of the crew will be judged by the Stewards who may impose a penalty which can go as far as exclusion.

4. OFFICIALS

4.1 Stewards of the Meeting

Stewards of a NMSF Championship rally shall always comprise of two members. One of these members shall be appointed by the NMSF and one, the second Steward, by the club organising the rally.

4.2 Observer

4.2.1 For all NMSF Championship rallies, including candidate events, the NMSF may appoint at least one observer.

4.2.2 No observer may also be a Steward at the same rally.

4.3 Safety Delegate

The NMSF may appoint a safety delegate, who is specifically responsible for monitoring the safety of the public at the rally.

4.4 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 all technical and/or safety items installed on the route and the special stages. They must comply with the following prescriptions:

4.4.1 Their vehicle must display a distinctive emblem on the windscreen or front doors which must be highly visible and recognisable. This will take the place of an access pass, and will be supplied by the organisers:

4.4.2 Their entry onto the route of the stage must take place at the latest 30 minutes before the start of time of the final road-closing car (Car No 0).

4.4.3 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 with caution.

4.5 Technical delegate

For each Championship rally, the NMSF may appoint a technical delegate who will be the chief scrutineer.

5. ENTRIES

5.1 Entry forms - Entries

5.1.1 Any licence-holder wishing to take part in the rally must send the entry form duly completed to the Rally Secretariat (full address, telephone, fax number, email etc.), before the closing date which will be specified in the supplementary regulations. Details concerning the co-driver can be sent in up to a further date to be specified in the supplementary regulations. If this application is sent by fax, the original must be given in at documentation.

5.1.2 For foreign competitor’s authorisation must be given according to the NMSF SPR’s and FIA International Sporting Code.

5.1.3 No amendments may be made to the entry form, except in the cases provided for in the present prescriptions. However, the competitor / entrant may freely replace the car declared on the entry form with another from the same group and the same class, up to the moment of scrutineering.

5.1.4 No change of competitor may be made after entries have closed. However, one member of the crew may be replaced with the agreement of the organisers, before the start of the administrative checks or the Stewards, after the beginning of these checks and before the publication of the list of crews eligible to take the start. **Only the NMSF can authorise the replacement of both crew members.**

5.1.5 Where the Entrant is not a member of the crew, an Entrant’s licence must be obtained from NMSF prior to submission of the entry form failing which the Entrant’s name cannot be published in the programme or in the results.

- 5.2 Should it turn out, at the time of scrutineering that a car does 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. A competitor may, however, enter in a class higher than the one his vehicle falls into, providing he stays in that class for the duration of the championship.
- 5.3 By the very fact of signing the entry form, the competitor / entrant and all the crew members submit themselves to the provisions specified in the SPR's and their Appendices, these regulations, the Championship regulations and the supplementary regulations.
- 5.4 The Organisers reserve the right to refuse the entry of a competitor or driver without having to give reasons for the refusal. (Refer SPR 105) However, they must send the NMSF detailed reasons for this refusal, which reasons must be acceptable to NMSF.
- 5.5 The maximum number of entrants will be specified in the supplementary regulations.
- 5.6 **Entry fees**
- 5.6.1 The entry fees will be specified in the supplementary regulations.
- 5.6.2 The entry application will only be accepted if accompanied by the total entry fee.
- 5.7 Entry fees will be refunded in full:
- 5.7.1 To candidates whose entry has not been accepted.
- 5.7.2 In the case of the rally not taking place.
- 5.8 Entry fees may be partially refunded following such conditions as provided for in supplementary regulations.
- 6. INSURANCE**
- 6.1 The supplementary regulations must give accurate details concerning insurance facilities, including policies taken out by the organisers or provided for the crews (description of the risks and sums which are covered).
- 6.2 The insurance premium included in the entry fee must guarantee the competitor adequate cover as determined by NMSF 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.
- 6.3 The service vehicles, even those bearing special plates issued by the organisers, 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.
- 7. CREWS**
- 7.1 In applying the regulations any retirement of one of the crew members will result in an immediate exclusion of the relevant car by the Clerk of the Course.
- 7.2 Both nominated members of the crew must be on board the car during all road sections except for in case of recovering from an accident which is accepted as a bona fide incident by the Stewards of the Meeting. This is not applicable while the car is inside the service park or designated service area.
- 8. ITINERARY AND ROAD BOOK**
- 8.1 **Road book**
- 8.1.1 All the crews shall have access to a downloadable road book containing a detailed description of the compulsory itinerary, which must be followed. Failure to comply with the itinerary may lead to exclusion.
- 8.1.2 In all cases the road book (A4 or A5 size) must be in conformity with the standard road book specifications as issued by the Commission
Only pace notes compiled by a recognised team, appointed, and approved by the motor-vehicle sporting commission, may be used in Namibia.
- 8.2 **Route**
- 8.2.1 Crews must keep exactly to the itinerary set out in the road book, without leaving the designated road, or designated service area / park, unless the Stewards decide that there is a case of force majeure.

- 8.2.2 Unless otherwise advised in the SRs of the event, all special stage are regarded as secret for a period of two weeks prior to the start of the rally, all forms of reconnaissance is strictly forbidden under pain of exclusion.
- 8.2.3 Any deviation from the route whereby an advantage **may have been gained** on a special stage as reported by a Judge of Fact or any other official of the event, will be penalised by 20 seconds per incident. This penalty does not exclude heavier penalties being inflicted by the Stewards, especially if the offence is repeated.
(To be read in conjunction with SSR 19.20)
- 8.2.4 A separate set of timecards must be issued at least for each section of each leg.
- 8.2.5 Crews are obliged to have their passage checked at all points mentioned on their timecard and in the correct order, under pain of exclusion.
- 8.2.6 The target time for covering the distance between 2 consecutive time controls will appear on the timecard.
- 8.2.7 Ideal times given in the timecards will have precedence over those given in the road book.
- 8.2.8 The timecards have to be in A4/A5 size to the format set by the Commission.
- 8.2.9 The itinerary of the rally must be available to competitors no more than one week before the start of the rally. The service guide and maps of the rally must be available no less than 24 hours before the start of the rally.
- 8.2.10 At the start of the rally, each crew is given a timecard on which the time allowed to cover the distance between two consecutive time controls shall appear. Each crew is solely responsible for its timecard. The crew alone is responsible for submitting the time.
(refer Article 8.2.5)
In the event of the Clerk of the Course, on reasonable grounds determining that any crew, have either failed to follow the route in contravention of Article 8.1.1 and/or Article 8.2.1 and applying any penalty the onus shall rest upon the crew to prove that they have followed the route without deviating from the prescribed route.
- 8.2.11 At points along the route, where it may be possible to gain an advantage by taking shortcuts, the organisers shall endeavour as far as possible, to place a fixed obstacle, such as, for example, a used truck or tractor tire, weighed down with rocks if necessary, and require the competitors by instruction in the road book to drive around such object. Wherever possible a judge of fact should be placed at such point in order to record any deviation from the route or failure to follow the route.
- 8.2.12 Shortcuts are not permitted and will be penalised. 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.
- 8.2.13 Where a gate is created by positioning arrows on either side of the designated route competitors shall be obliged to pass through the gate so created and may be penalised by the imposition of a time penalty of a minimum of 20 seconds per incident. This penalty does not exclude heavier penalties being inflicted by the Stewards, especially if the offence is repeated.
- 8.2.14 The Stewards 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.
- 8.3 **Intervals between start times**
- 8.3.1 At the start of the rally and of each leg, the organisers will schedule the starts of the competitors at intervals of at least three minutes unless otherwise stated in the SR's.
- 8.3.2 This interval must be and remain the same for all crews.
- 8.4 **Timecard and Rally Itinerary**
- 8.4.1 A separate set of timecards must be issued at least for each section of each leg.
- 8.4.2 Crews are obliged to have their passage checked at all points mentioned on their timecard and in the correct order, under pain of exclusion.
- 8.4.3 The target time for covering the distance between 2 consecutive time controls will appear on the timecard.
- 8.4.4 Ideal times given in the timecards will have precedence over those given in the road book.

- 8.4.5 The timecards must be in A4/A5 size to the format set by the Commission.
- 8.4.6 The itinerary of the rally must be available to competitors no more than one week before the start of the rally. The service guide and maps of the rally must be available no less than 24 hours before the start of the rally.
- 8.4.7 At the start of the rally, each crew is given a timecard on which the time allowed to cover the distance between two consecutive time controls shall appear. Each crew is solely responsible for its timecard. The crew alone is responsible for submitting the timecard at the different controls and for the accuracy of the entries. The same timecards issued to the crew at documentation must be presented at every control and handed in at the end of the rally. The back page of each book of Timecards will contain an incident report form which must be completed and handed in with the Timecards. Save in a case of force majeure, any crew failing to comply will be liable to a fine of N\$1000-00 (one thousand rand). Any crew retiring from the rally must report such retirement to the organisers as soon as possible.
- 8.4.8 The timecard must be available for inspection on demand, especially at the controls where it must be presented personally by a member of the crew for stamping/signature.
- 8.4.9 Any alteration made to an entry on a timecard will result in exclusion, unless authenticated by an appointed control official.
- 8.4.10 The absence of a signature from any control, or the absence of a time entry at a time control, will result in a penalty of 10 seconds for each missing signature or time entry provided the competitor's times and passage can be verified by other means.
- 8.4.11 An appointed control official is the only person permitted to make an entry on a competitor's timecard in the spaces provided for this purpose, either hand-written or by means of a print- out device.
- 8.4.12 Any divergence between the time 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 judgement.
- 8.4.13 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.
- 8.4.14 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.
- 8.4.15 The target time for covering the distance between 2 consecutive time controls will appear on the timecard.
- 8.4.16 Ideal times given in the timecards will have precedence over those given in the road book and Itinerary. Ideal times for any section may be amended by bulletin which will have the effect of amending the road book, the timecard, and the Itinerary.
- 8.4.17 An Itinerary reflecting the distances of special stages and road sections and the times allocated in respect thereof of the rally must be available to competitors no more than one week before the start of the rally.

9. RESERVED

10. ADVERTISING

- 10.1 Competitors are allowed to affix any kind of advertising to their cars, provided that:
- it is authorised by the national laws and the NMSF regulations;
 - it is not likely to give offence;
 - it is not political or religious 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 the windows.
- 10.2 The advertising spaces situated immediately above or immediately below the competition numbers, as well as the rally plates, are reserved for the organiser's advertising.
Such advertising is obligatory and may not be refused by the competitors / entrants.
- 10.3 All the letters of the name of the event sponsor must be, at most, of the same height and stroke thickness as those of the name of the rally.

11. TRAFFIC

- 11.1 Throughout the entire rally, the crew must strictly observe the traffic laws of the countries crossed. Any crew which, does not comply with these traffic laws shall be subject to the penalties set out below:
- 11.1.1 First infringement: a fine of N\$ 100.00;
 - 11.1.2 Second infringement: a 5-minute penalty;
 - 11.1.3 Third infringement: exclusion.
- 11.2 In the case of an infringement of the traffic laws committed by a crew participating in the rally, the policemen or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.
- 11.3 Should the police decide against stopping the driver in the wrong, they may request the application of the penalties set out in supplementary regulations of the rally, subject to the following:
- 11.3.1 that the notification of the infringement is made through official channels and in writing, before the posting of the current classification;
 - 11.3.2 that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, and that the place and time of the offence are precise;
 - 11.3.3 that the facts are not open to various interpretations.
- 11.4 It is forbidden, under pain of exclusion, to tow or transport the cars, or to have them pushed on the route of the rally, except to bring them back onto the road or to clear the road during competition.
- 11.5 Similarly, crews are forbidden under pain of a penalty, which may go as far as exclusion:
- 11.5.1 to deliberately block the passage of competing cars, or to prevent them from overtaking;
 - 11.5.2 to behave in an unsporting manner.

12. SERVICING – REFUELLING –REPAIRS

Servicing shall be defined as unrestricted work on a competing car except where limited by the regulations. Prohibited service shall be defined as “the use or receipt by the crew of any manufactured materials (solid or liquid), spare parts, tools or equipment other than those carried in the competing car.” The transfer of electronic data, related to any of the competing cars operating systems, to or from any car will only be permitted inside the service park. Tools, spares and spare wheels may not be removed from a competing vehicle other than in service park or service area or for the purpose replacing a flat tyre or carrying out repairs to the car. Where service parks exist, they will be indicated in the rally itinerary with a time control at the entrance and exit, the speed of cars in the service park may not exceed 30km/h. Only service vehicles clearly identified by means of “Service” panels will be allowed into the service parks.

The panels, which must include the competing car’s number, must be affixed on the right-hand side of the vehicle.

13. TYRES

13.1 Studded tyres

The use of studded tyres is prohibited.

14. RECONNAISSANCE

Reconnaissance is allowed on national championship rallies. Such reconnaissance shall be in the form of a single pass over the special stages in a convoy, using production vehicles while respecting the Road Traffic Laws of the country. Route Notes, which may include DVD or Memory Stick footage, provided by an authorised service provider, are permitted but have no official status nor do they override an instruction given in the road book.

14.1 RUNNING OF RECONNAISSANCE

- No competition vehicles may be used for reconnaissance.
- More than one crew may share a vehicle during reconnaissance.
- Only bona fide competitors may partake in the reconnaissance.
- **Timetable** – 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, however crews have to sign on at the start.
- **Number of passages** – Each crew is limited to one (1) passage per single special stage.
- During reconnaissance there may 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.
- **Speed during reconnaissance** – The maximum speed limit of **60 kph** is imposed on all special stages during reconnaissance, although the organizer is free to specify a lower speed in the regulations.
- A system of monitoring the speed, route conformity and position of reconnaissance cars during reconnaissance of special stages by means of GPS tracking devices may be used together with conventional speed monitoring devices.
- **Start order** – Crews will start the reconnaissance in seeded order except for the top 8 seeded competitors who will start in their pre-determined road positions for the actual rally. By exception the top 8 will start reconnaissance for the first event of the season in seeded order, as the draw for road position will not as yet have been finalized for the season. 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.
- **Start interval** – The Start interval of the Recces will be at the discretion of the Clerk of Course.
- **Overtaking** – In the event that a competitor is unable to maintain a 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.
- **Driver conduct** – It is emphasized 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.

While on the stages the following actions will be penalized: -

- Driving in the opposite direction to 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. Onboards video footage although not compulsory may be considered in the determining of an infringement.

15. SCRUTINEERING - ADMINISTRATIVE CHECKS

15.1 Scrutineering before the start and during the rally:

- 15.1.1 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.
- 15.1.2 Any crew reporting 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 Stewards. The penalty for arriving late for scrutineering, without having obtained permission, will be N\$1000-00 (one thousand Namibian Dollars)
- 15.1.3 The car's homologation papers must be shown. These homologation papers must be carried in the car for the duration of the event. If these are not submitted, the Stewards may pronounce a penalty, which may go as far as refusal to allow the vehicle to start (if applicable).
- 15.1.4 After scrutineering, if a vehicle is found not to comply, the Stewards may set a deadline before which the vehicle must be made to comply.
- 15.1.5 Any vehicle, which does not comply, will be refused the start.
- 15.1.6 The scrutineering carried out before the start will be of a completely general nature (checking 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.).
- 15.1.7 This shall include:
 - 15.1.7.1 Identification of the vehicle, the chassis and cylinder block of which may be marked at any time.
- 15.1.8 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, under penalty of exclusion. 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.
- 15.1.9 Should identification marks (see SSR 28 Article 15.1.7) 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 may be excluded from the rally. It is also the responsibility of the crew to ensure that any part of the vehicle, which has been handled during the checking, is reinstalled correctly.
- 15.1.10 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 or accomplice's ASN concerning the imposition of heavier sanctions.

15.2 Scrutineering after Rally

- 15.2.1 As soon as each crew arrives, they shall drive their vehicle to the parc fermé. A brief check shall be carried out to verify:
 - 15.2.1.1 conformity with the vehicle submitted at initial scrutineering
 - 15.2.1.2 cause to impose any of the penalties provided for.
- 15.2.2 The absence of any identification mark, specified in SSR 28 Article 15.1.7, may result in exclusion.

- 15.2.3 Thorough scrutineering involving the dismantling of the cars and/or that detailed hereunder may be carried out at the discretion of the NMSF Technical Delegate, the Stewards, or following a protest or upon the decision of the Clerk of the Course. End of Rally scrutineering will concern at least the following components:
- suspension
 - brakes
 - transmission
 - the conformity of the chassis/body shell
- 15.2.4 Should the above-mentioned dismantling be the result of a protest, a deposit of N\$ 2000.00 shall be paid in advance covering all the costs incurred by the operation, shall be demanded from the claimant. Should the protest be upheld, the deposit shall be reimbursed to the claimant and charged to the defaulting competitor.

16. **START AND RESTART**

- Before the start and possibly the restart, the Organisers may assemble all the competing vehicles in a starting area (parc fermé) on the conditions given in the SR's governing the event. In this case, the penalties (exclusively monetary) for late arrival in the start area shall be specified in the SR's.
- 16.1 Crews may enter the start parc fermé 10 minutes before their start time.
- 16.2 The target starting time will appear on the start list and/or published on the official notice board.
- 16.3 Any late arrival, ascribable to the crew, at the start of the rally or of a leg or section, shall be penalised by 10seconds for every minute or fraction of a minute late. Any crew reporting more than 15 minutes late shall not be allowed to start.
- 16.4 Where crews arrive within the allowed 15 minutes grace period at the start of the rally, or leg or of a section, their original starting time will be entered on the timecard. The minimum interval between competing vehicles must, however, be observed.

17. **RESERVED**

18. **PROCEDURES AND FUNCTIONING OF CONTROLS**

18.1 **General Provisions**

- 18.1.1 All controls, i.e. passage and time controls start and finish of special stages, regrouping and neutralisation control areas will be indicated by means of approved standardised signs mounted on boards.
- 18.1.2 The beginning of a control area is indicated by a control board with a yellow background. At a distance of no less than 10 m 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 area, approximately 10 m further on, is indicated by a final sign on a beige/grey background with three black transversal stripes.
- 18.1.3 All control areas (i.e. all the areas between the first yellow warning signal and the final beige/grey one with three transversal stripes) are considered as parc fermé (see Art 20.1.2).
- 18.1.4 The stopping time within any control area must not exceed the time necessary for carrying out control operations.
- 18.1.5 The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.
- 18.1.6 Control officials may not give competitors any information concerning target check-in times.
- 18.1.7 Controls shall be ready to function 30 minutes before the due time for the passage of the road-closing (0) car.
- 18.1.8 unless the Clerk of the Course decides otherwise, they will cease to operate after the road opening (Sweep) car has been through the control.
- 18.1.9 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.

18.2 **Identification of controls**

- 18.2.1 The boards mounted signs which are described under Art. 18.1 must be respected.
- 18.2.2 All controls, i.e. time controls, passage controls, starting and finishing controls of special stages and stop points, are indicated by means of standardised signs.

- 18.2.3 A description of the board mounted signs, used to demarcate a control area, follows.
NB. If need be, the signs on a yellow background can be made more conspicuous by the addition of a yellow flag, and the signs on a red background, by a red flag.
- 18.2.4 **Time Control**
- 18.2.4.1 The beginning of the control area is indicated by a clock on a board with a yellow background.
- 18.2.4.2 The location of the control itself is marked with a clock on a red background, the end of the control area being indicated by three stripes (beige/grey background).
- 18.2.5 **Passage Control**
 Displaying of signs, the same as for a time control, except that the sign used will be a stamp.
- 18.2.6 **Special Stages**
- 18.2.6.1 The starting point is indicated by means of a closed flag on a red background.
- 18.2.6.2 The finish is preceded by a chequered flag on a yellow background. The finishing line, where times will be taken, is indicated by a chequered flag on a red background.
- 18.2.6.3 A “STOP” sign on a red background is placed approx. 100 to 300 m further on.
- 18.3 **Control area**
- 18.3.1 As a general rule, the sign indicating the beginning of a control area is placed at approx. 25 m from the control. Signs indicating the end of a control area are placed approx. 25 m after the control point.
- 18.3.2 No repairs or assistance may take place within the control area, i.e. between the sign with a yellow background indicating the beginning of the control area and the beige/grey sign with three black transversal stripes as the area between the yellow and the beige signs will be considered as a parc fermé.
- 18.3.3 All control officials must be identifiable. At each control, the chief must wear a distinctive bib in order to be immediately identifiable.
- 18.4 **Passage controls**
 At these controls, the marshals must simply stamp the timecard as soon as it is handed in by the crew, without mentioning the time of passage.
- 18.5 **Time controls**
 The marshal will record on the timecard the elapsed minute, at which it is handed to him.
- 18.6 **Check - in procedure**
- 18.6.1 The check-in procedure begins the moment the car passes the time control area entry sign.
- 18.6.2 Between the area entry sign and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.
- 18.6.3 The clocking of the card can only be carried out if the two-crew members and the car are in the control area and within the immediate vicinity of the control table.
- 18.6.4 The check-in time corresponds to the exact moment at which one of the crewmembers hands the timecard to the marshal.
- 18.6.5 Then, either by hand or by means of a printout device, the marshal marks on this card the actual time at which the card was handed in, and nothing else.
- 18.6.6 The target check-in time is the time obtained by adding the time allowed to complete the road section to the start time for this section, these times being expressed to the minute.
- 18.6.7 The crew will not incur any penalty if the car enters the control area during the target check-in minute.
- 18.6.8 The crew does not incur any penalty for lateness if the act of handing the card to the marshal takes place during the target check-in minute.
- 18.6.9 Example: A crew which is supposed to check in at a control at 18h58'00 shall be considered on time if the check-in takes place between 18h58'00 and 18h58'59'. Any difference between the actual check-in time and the target check-in time shall be penalised as follows:
- a) for late arrival: 10 seconds per minute or fraction of a minute.
- b) for early arrival: 1 minute per minute or fraction of a minute.
- 18.6.10 At the discretion of the Clerk of the Course, a crew that has been penalised for early arrival may be neutralised for the amount of time necessary for them to leave at their ideal time.

- 18.6.11 At the time controls at the end of a leg or the end of the event, the organisers may authorise the crews to check-in in advance without incurring any penalty, provided that this clause has been laid down in the supplementary regulations of the rally or is indicated in a later bulletin. However, the time entered on the timecard will be the scheduled time of the rally, not the actual time.
- 18.6.12 Lastly, 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 area more than a minute before the actual check-in time), the chief marshal at the control must make this the subject of a written report to be sent immediately by the Clerk of the Course to the Stewards who will impose any appropriate penalty.

18.7 Time of Leaving Controls

- 18.7.1 If the next road section does not start with a special stage, the check-in time entered on the timecard shall constitute both the arrival time at the end of the road section and the starting time of the following one.
- 18.7.2 Conversely, when a time control is followed by a start control for a special stage, the following procedure shall be applied:
- a) These two controls shall be included in a single control area (see Art 18.1.3) the signs of which shall be laid out as follows:
 - i) Yellow warning sign (beginning of area).
 - ii) Red sign displaying a clock face (time control) at a distance of approximately 25m.
 - iii) A further 5-200 m on, a closed flag on a red background indicates the start of a special stage.
 - iv) Finally, 25 m beyond the start of a special stage point, a sign consisting of three transverse stripes on a beige/grey background indicates the end of the control area.
 - b) At the time control at the finish of a road section, the marshal will enter on the timecard on the one hand the check-in time of the crew and on the other, their provisional starting time for the following road section. There must be a 3 - minute gap to allow the crew to prepare for the start.
 - c) Immediately after checking in at the time control, the crew will go to the control for the start of the special stage. The marshal in charge of this control enters the time foreseen for the start of the stage on the stage sheet, which normally corresponds to the provisional starting time for the road section. He will then start the crew according to the procedure laid down in these Prescriptions (see Article 19.4).

18.8 Exclusion

Crews are bound, under pain of exclusion, to check in at all controls in the correct sequence and in the direction of the rally route. It is also prohibited, under pain of exclusion, to re-enter the control area.

- 18.8.1 Any lateness exceeding 30 minutes on the target time between two-time controls, or a total lateness for the whole rally of more than 60 minutes will result in the exclusion of the crew. In calculating such exclusion, the actual time and not the penalty (10 seconds per minute) apply.
- 18.8.2 Early arrival shall under no circumstances permit crews to reduce the lateness counting towards exclusion. However, penalties for early arrival at a time control shall not be taken into consideration when calculating a lateness exceeding the maximum time permitted which will result in exclusion.

Examples:

Road Section A: Start 12h00 - target time 1hour - check - in time 13h10

Penalty for late arrival = 10 x 10 seconds = 1 min. 40 seconds

Lateness counting toward exclusion = 10 mins.

Road Section B: Target time 1h. 30m - check - in time 14h20

Penalty for early arrival = 20 mins.

Lateness counting towards exclusion = 10 mins. (not compounded)

Road Section C: Target time 2hours - check - in time 16h30

Penalty for late arrival = 10 x 10 seconds = 1 min. 40 seconds

Lateness counting towards exclusion = 10 additional mins.

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.

Total lateness counting towards exclusion: 10 + 10 = 20 mins.

18.8.3 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.

18.8.4 Exclusion for exceeding the maximum permitted lateness may only be announced at the end of a section or at the end of a leg.

18.9 **Reserved**

18.10 **Regrouping Controls**

18.10.1 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.

18.10.2 The purpose of these regroupings will be to reduce the intervals, which may occur between crews as a result of late arrivals and/or retirements. Thus, the starting time from the regrouping control and not its duration must be taken into account.

18.10.3 *Example:*

120 cars at the start of the rally;

First regrouping of 4 hours;

Starting time from the regrouping control: 12h01

18.10.3a) Target time for the arrival of car No.1 at the regrouping control 18h01.

Target time for the arrival of car No.120 at the regrouping control 10h00.

18.10.3 b) Actual arrival time of car No.1 at the regrouping control 8h45.

Actual arrival time of car No.120 at the regrouping control 11h50
(60 cars have retired during this part of the rally).

18.10.3 c) Starting time of car No.1 12h01.

Starting time of car No.120 13h00.

The respective length of stopping time shall therefore have been:

- 3h16 for car No.1;

- 1h10 for car No.120.

18.10.4 On their arrival at these regrouping controls, the crews will hand the marshal their timecard and possibly the sheets for the special stages covered. 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 set of timecards either at the entrance or at the exit of the parc fermé.

18.10.5 After regrouping the starting order should follow, as far as possible, the general classification drawn up on arrival at the regrouping area. If this is not possible, if all 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.

19. SPECIAL STAGES

19.1 Special stages are speed tests on roads closed for the rally. For special stages and competitive sections, timing will be to the second.

19.2 During these stages, the crew members must wear approved crash helmets, safety belts and racing overalls under pain of exclusion. No smoking is permitted on special stages.

19.3 Crews are forbidden to drive in the opposite direction to that of the special stage, under pain of exclusion.

19.4 Special stages commence from a standing start, with the engine running and with the co-driver's door placed in line with the start control board. Any car not able to clear the control area in 60 seconds following the signal to do so, will incur a 5-minute penalty.

19.5 Starts of special stages will be given as follows:

19.5.1 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 timecards (hour and minute). He will hand this document back to the crew.

- 19.5.2 When Rally-time clocks are in use, the control official will enter the SSS time into the clock, which will then display the time with a digital displaying system which will do an automatic count-down by displaying the actual minutes and seconds remain before the start of the stage. Should Rallytime clocks not be in use, or fail before the SSS time, the control official will count down by appropriate hand signs to indicate the time remaining in SSS time. 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 be excluded by the Clerk of the Course. The times recorded in the memory of the Rallytime clock will be printed and used to determine if a jump start has occurred or to resolve other timing discrepancies, provided that nothing contained in the SSR shall remove the powers of a Judge of Fact. Times recorded on the competitor's timecard will be used for scoring a competition. However, if there is 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. Repeated reports of discrepancies in the times recorded by an individual competitor will result in his being reported to NMSF for possible further investigation and action. The onus rest with the competitor to go to the organiser's time piece if he requires verification of a time recorded and not for the control official to bring the time piece to the competitor.
- 19.6 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.
- 19.7 In the event of lateness on the part of a crew, the marshal will enter a new time, the lateness then being considered as lateness recorded on a road section (1 minute per minute or fraction of a minute late).
- 19.8 A false start, particularly one made before the marshal has given the signal, shall be penalised as follows:
- | | |
|-------------------------|------------|
| 1 st offence | 10 seconds |
| 2 nd offence | 1 minute |
| 3 rd offence | 3 minutes. |
| 4 th offence | exclusion |
- This penalty does not exclude heavier penalties being inflicted by the Stewards, especially if the offence is repeated.
- 19.9 Special stages end in a flying finish. Timing is recorded on the finish line. The crew must then report to the Stop control point to have its special stage time entered on the timecard. Not stopping at the Stop control will result in a 5-minute penalty being applied by the Clerk of the Course.
- 19.10 The flying finish control point should be at least 200m before the Stop control point, and the Stop control point should be at least 100m before any major intersection.
- 19.11 The use of special movement field sensors to capture the time at the flying finish of special stages may be used.
- 19.12 The times recorded by the crews in each special stage, expressed in hours, minutes and seconds, shall be added to their other penalties (road, technical, etc.) expressed in time.
- 19.13 During a special stage, assistance is forbidden. Any breach of this rule will result in the guilty competitor being automatically excluded from the event by the Stewards on condition that such assistance received is deemed to have endangered anyone's life or property, have given any competitor involved with such assistance an unfair advantage, was unauthorised or in defiance to any instruction given by the Clerk of the Course in this regard, whether directly or indirectly.
- 19.13.1 Outside assistance: No outside assistance whatsoever may be given by the Service crew unless instructed to do so by the Clerk of the Course.
- 19.14 The starting intervals for special stages must respect the same rules as those laid down for the start of the leg in question.
- 19.15 Any crew refusing to start a special stage at the time and in the position allocated to them will incur a time penalty of at least 10 minutes, which may later be translated to exclusion by the Clerk of the Course, whether the SS is scored or not.
- 19.16 **Termination of a Special Stage**
When a special stage has to be definitively stopped for any reason whatsoever before the last crew has covered it, a classification for the stage may nevertheless be established by allocating to each crew, which, has been affected by the circumstances of the termination, the slowest time set in its class before the interruption. If the Stewards consider the slowest time set as abnormal, they may choose as the scratch time

one among the four other slowest which seems the most suitable.

However, no crew, which is totally or partially responsible for stopping a stage, may benefit from this measure. It will be given the time, which it may have set if this is greater than the scratch time awarded to the other crews.

19.17 **Road – Opening & Closing Cars**

Organisers must provide at least 1 road-closing vehicle (“0” car). This car must drive the whole route of the rally and is to be treated as competitor by all the control officials.

This car must be in contact with the Clerk of the Course at all times and should complete each special stage before the first competitor is due to start that stage.

A sweeper car must go through the route as soon as possible after the last car and close the controls.

19.18 **Safety Plan**

The safety plan must be in conformity with the plan, which appears in the supplementary regulations.

19.19 A super special stage is a special stage designed for spectators viewing with the possibility of more than one car starting at the same time. The organizing 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 organizers. However, the organizers must detail the procedure in the supplementary regulations.

19.20 **Unrealistic Time**

The Clerk of the Course may at his/her discretion adjust any special stage time that he deems to be impossible and or unrealistic. The crew will be accorded a time of 5 seconds per kilometer or part thereof slower than the fastest car in the same class.

20. PARC FERMÉ

20.1 **General conditions**

While the vehicles are subject to parc fermé rules, any repair or refuelling is strictly forbidden, under pain of exclusion. The vehicles shall be subject to the parc fermé rules:

20.1.1 from the moment they enter a starting area (if one exists), a regrouping area or an end of leg area, until they leave it;

20.1.2 from the moment they enter a control area until they leave it.

20.1.3 from the moment they reach the end of the rally until the time for lodging protests has expired and the Stewards have authorised the opening of the parc fermé.

20.1.4 No person, except officials of the rally carrying out specific functions, is allowed in the parc fermé.

20.1.5 The driver and the co-driver may enter parc fermé ten minutes before their starting time.

20.1.6 At the start of a rally there may be a starting parc fermé, into which the cars must be driven into at a time stipulated in the event SR's

20.1.7 Only the officials on duty and/or the members of the crew are authorised to push a competing vehicle inside or at the entrance or the exit from a parc fermé at a start, time control, regrouping halt or end of leg. This manoeuvre will result in a penalty of 30 seconds but will not count towards lateness for the purpose of exclusion. Inside the parc fermé, the engines may be started by means of an external battery. This battery must not then be taken aboard the vehicle.

21. RESULTS

The results are established by adding together the times taken during the special stages (competitive sections for African continent rallies) and the time penalties incurred on road sections together with all other penalties expressed in time.

During the rally, the classifications to be published will be the following:

- provisional final classification published by rally control at the end of the rally,
- final official classification approved by the Stewards.

The time and place that the provisional final classification and the final official classification will be posted must be specified in the supplementary regulations.

22. DEAD HEAT IN CHAMPIONSHIP OR IN A CHAMPIONSHIP RALLY

22.1 **Drivers / Navigators**

The rule for deciding between drivers / navigators who have scored exactly the same points total shall be as follows:

- 22.1.1 according to the greater number of first places, then second places, then third places, etc. achieved in the general classifications of the rallies, which have served to make up their points total;
- 22.1.2 according to the greater number of highest places achieved in the general classifications of all the rallies in which each of the drivers with the same points score has taken part.
- 22.1.3 in the event of a further tie, NMSF itself will decide the winner, on the basis of whatever other considerations it thinks appropriate.

22.2 **Automobile Makes or Manufacturers - Reserved**

22.3 **Dead heat in a Championship rally**

In the event of a dead heat in a rally, it will be resolved by comparing which competitor has beaten the other on most stages. If a tie remains, the competitor who accomplished the best time for the first special stage will be proclaimed winner. If this is not sufficient to be able to decide between the competitors who are tied, the times of the second, third, fourth, etc. special stages shall be taken into consideration. This rule may be applied at any time during the rally.

23. MINUTES - CLOSING REPORTS

23.1 Minutes

During the running of the rally, the proceedings of the meetings of the Stewards may be recorded in minutes drawn up in English.

23.2 Closing reports

At the end of the rally, the organisers may draw up a closing report.

23.3 Submission of minutes and reports

The minutes including the closing report, if any, must be sent to NMSF within seven days of the end of the rally.

24. PROTESTS AND APPEALS

24.1 All protests must be lodged in accordance with the stipulations Part IX of the SPR's.

24.2 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 unfounded.

24.3 If the protest requires the dismantling and re-assembly of different parts of a car, the claimant must pay one of two additional deposits, which will be N\$2000.00:

24.3.1 for a protest involving a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.);

24.3.2 for a protest involving the whole car.

24.4 The expenses incurred by the work and by the 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.

24.5 If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the protestor. Conversely, if the expenses are less, the difference shall be returned to them.

24.6 Competitors may appeal against decisions, in accordance with the stipulations set out in Part X of the SPR's.

24.7 **Protest fees: N\$5 000.00**

Appeal fees: N\$ 2,000.00

25. NUMBER OF EVENTS AND POINTS SCORING

The Namibian National Rally Championship will consist of 6 events including the qualifying part of the longest Rally. (Refer Part 1 SSR 23).

- 25.1 In calculating the points score to determine the overall champion for the year, only the qualifying events' overall points as well as class scored are added together of each competitor.

Overall classification point scoring system:

1 st place	19 points	11 th place	6 points
2 nd place	16 points	12 th place	5 points
3 rd place	14 points	13 th place	4 points
4 th place	13 points	14 th place	3 points
5 th place	12 points	15 th place	2 points
6 th place	11 points	16 th place	1 point
7 th place	10 points	17 th place	1 point
8 th place	9 points	18 th place	1 point
9 th place	8 points	19 th place	1 point
10 th place	7 points	20 th place	1 point

- 25.2 Minimum of 4 (four) competitors: (**Only competitors eligible to score towards the championship shall qualify to determine the number of competitors per class, thus if the entry list of a class comprises of 4 competitors but only 2 competitors are eligible to score towards the championship, the points earned for such event shall be according to the reduced number of competitors as per below, day-licenses issue for Namibians shall however qualify to determine the amount of starters per class**)

Class classification point scoring system:

4 (four) or more qualifying Competitors

1 st place	12 points	4 th place	6 points
2 nd place	9 points	5 th place	5 points
3 rd place	7 points	6 th place	4 points

3 (three) Competitors

1 st place	9 points
2 nd place	7 points
3rd place	6 points

2 (two) Competitors

1st place	6 points
2nd place	5 points

1 (one) Competitor

1 st place	4 points
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26. Application and interpretation of the Regulations

Should any dispute arise as to the interpretation of these Regulations, only the NMSF will be the authority to make a decision.

27. RESERVED

28. Qualification for participation in the Namibian National Rally Championship – Refer SPR 127, 129 & SPR 229

The Namibian National Rally Championships for overall and class champions for both drivers and co-drivers are open to all competitors holding national licenses applicable for Rally from the NMSF as per the conditions laid down in SPR 129.

29. DRIVERS AND CO-DRIVERS CHAMPIONSHIP – POINTS SCORING

- 29.1 The Overall Championship is open to all competitors as per SSR Art 28 competing in cars eligible in classes S1, S2, S3 and S4.
- 29.2 The Class Championships are open to all competitors as per SSR Art 28 competing in cars eligible in classes S1, S2, S3, S4 and Open class.
- 29.3 A competitor's score on each event, counting towards the Overall National Championship for Drivers & Co-Drivers, will be the total of his / her Overall classification points as per SSR 28 Art 25.1.

29.4 A competitor's score on each event, counting towards the Class Championships for Drivers & Co-Drivers, will be the total of his / her Class classification points as per SSR 28 Art 25.2.

30. PENALTIES

The following penalties are in addition to those indicated in SSR's 1 to 30.

Reference to relevant Article	Reasons	Start Refused	Excl or Poss. Excl.	Time	Money
10.2	THE START SHALL NOT BE AUTHORISED Refusing to display organiser's advertising.	*			
15.1.2	Reporting to Scrutineering/Documentation outside time limits.	*			
15.1.3	Non-submission of Homologation papers.	*			
16.3	Arriving more than 15 minutes late at the start of the rally, leg, section or exit of Service Park.	*			
3.3.7	EXCLUSION OR POSSIBLE EXCLUSION Incorrect, fraudulent or unsporting actions.		*		
7.1	One member retires or third party is admitted on board.		*		
8.1.1	Failure to comply with the itinerary.		*		
8.2.2	Practicing on secret stage.		*		
8.4.2	Passage checked on Timecard not in correct order.		*		
10.2	Refusing to display Organiser's advertising.		*		
11.1.3	A third traffic offence.		*		
11.4	To tow, transport or have pushed competing cars on rally.		*		
11.5.1	To deliberately block the passage or prevent overtaking.		*		
11.5.2	To behave in an unsporting manner.		*		
19.13.1	Carrying out repairs and refuelling with outside assistance and equipment.		*		
15.1.8	Vehicle does not conform technically throughout the entire duration of the rally.		*		
15.1.9/10	Missing identification marks.		*		
15.2.2	Missing identity document or identification marks.		*		
8.4.9	Any alteration to a Time Card.		*		
8.4.10	The absence of a signature or failure to hand in a Time Card.		*		
18.1.9	Failure to follow the instructions of a Marshal at a control.		*		
18.8	Failure to check in to controls in the correct sequence, in the direction of the rally route, or re-entering a control.		*		
18.8.1	Lateness.		*		
19.2	Failure to wear crash helmets or safety belts on special stages.		*		
19.3	Driving in the opposite direction to that of the stage.		*		
19.4	Failure to move off the start line within 60 seconds of receiving the start signal.		*		
19.5.2	Refusal to start or attempt to have SSS time amended.		*		
19.9	Stopping between the Flying Finish & Stop Controls.		*		
8.4.10	If a time entry cannot be made at the Start.		*		
19.13	Receiving assistance during a special stage.		*		
19.15	Refusal by crew to start a special stage at a time and in the position allocated to them.		*		
20.1	Infringement of Parc Fermé rules		*		

11.1.2	TIME PENALTIES TRAFFIC LAWS - 2 nd infringement			5 min	
18.6.9.a) 18.6.9.b) 19.7	TIME CONTROLS - For late arrival Each minute early Lateness			10sec/min 60sec/min 10sec/min 1 min/min	
19.8	False start (refer SPR 154 (xi))		*	10sec/1min/ 3min	
19.9 19.12 19.15	Time entry not made at the finish (Stop Point) For each second Refusal to start at the time and in order			5 mins 1 sec 10 mins	
18. 18.	REPAIRS IN PARC FERMÉ Vehicle pushed inside or at the entrance to the exit from a Parc Fermé at a start, regrouping halt or end of a leg. For each minute			30 secs 1min/1min	
8.4.7 16. 11.1.1	FINES: For each covered licence plate Any crew retiring from a rally must report such retirement to the organisers as soon as possible Start Parc ferme infringement TRAFFIC LAWS: 1 st infringement				* * *
4 (v)(d) SPR 179 3.3.7 15.1.3 15.1.5 8.4.12 18.1.9 18.8	PENALTIES LEFT TO THE DISCRETION OF THE PANEL OF STEWARDS OF THE MEETING Misuse / failure to stop at Medical Boards Steward's action where no penalty is laid down Incorrect, fraudulent or unsporting papers Non-submission of homologation papers Non-compliance at scrutineering Timecard discrepancy Failure to follow instructions of officials Failure to conform to rules concerning the checking-in procedure.				

31. RALLY ROUTE INSPECTION TEAM

The NMSF Motor Vehicle Sporting Commission shall appoint a route inspection team at the beginning of each year. This team shall consist of at least two members with adequate knowledge of rally navigation, route layout and the applicable rules and regulations. The proposed COC of the event shall be present at such inspections if he is not a member of the appointed route inspection team.

32. RALLY ROUTE INSPECTION

The inspection must be done no later than 24 Hours prior to the event date. Failure to comply with this regulation shall give the relevant NMSF Commission the right to reduce the status of the event and may impose additional penalties for such failure.

33. POWER STAGE

Will be at the discretion of the organizer and will not count toward any points.

34. AMBULANCE AND EMERGENCY SERVICES:

As a result of the individual starts and the dust gap between starts, a number of stages in Special Stage Rallies may be raced simultaneously. A medically equipped response vehicle or an ambulance must be deployed at the start of the stage or stationed to the requirements of the Clerk of the Course/Organizers and must be capable of reaching a competitor injured in the stage within 20minutes. In a long stage that is expected to take longer than 20 minutes to complete, a second or possibly a third medical car/Ambulance should be deployed within the stage. The vehicle selected should be capable of reaching an injured competitor on the stage.

(Appendix "L" 20.1 (e))

35. SUPER RALLY

General

35.1 Any competing car which fails to finish any section or Day of the rally, other than the final section or day thereof, will be permitted to restart the next section, or Day.

35.2 The competitor shall be obliged to notify the Clerk of the Course or the Competitor Relations Officer of his/her intention to restart not later than 30 minutes before the published time for publication of the start list for the following section or Day

35.3 This shall apply to all cars which has been excluded on the grounds of exceeding the lateness allowed limit or has failed to report to a control but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the Stewards.

35.4 Any entrant who restarts under "Super Rally" will be classified in the final overall classifications and be eligible For Championship points on the basis that the competitor will be allocated the slowest time set in his/her class on all the special stages missed by the competitor, plus a penalty of 5 minutes for every stage missed. If there is only one competitor in the class, the slowest time used will be of the class below.

35.5 Classification under Super Rally rules:

35.5.1 NO SUPER RALLY FINISHER may be classified higher than another competitor who has completed the complete distance of the rally.

35.5.2 Championship points for overall and class positions will be allocated to "Super Rally" competitors and will Be included in the final results, after/behind the competitors who have completed the rally distance without re-entering.

35.5.3 Trophies will only be allocated to "Super Rally" finishers in the various classes, not Overall, only after competitors that have finished the complete rally, as per normal scoring.

35.5.4 Only if the above conditions are abided by, will the NMSF insurance and public indemnity be valid.

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