

Welcome to a new season of Cross Country Motor Racing!

It promises to be an exciting year with a number of new developments adding a little spice to the championship.

We strongly recommend that all SACCS competitors and teams familiarise themselves with the 2020 Standing Supplementary Regulations for cross country racing.

These can be downloaded from <https://sacrosscountryracing.co.za/>

Please read the 2020 GCR's and SSR's before the first race.

SAFETY MUST ALWAYS BE YOUR TOP PRIORITY**IN CAR*****A few reminders:***

- Race suits must be at least level 1 MSA fire resistant approved, and it is highly recommended that FIA approved underwear be used as well. Kart suits not allowed. Refer GCR 239 A.
- Fasten the seat belt shoulder straps (and all others) tight to protect your spine in the event of an accident, and to prevent the Hans device shoulder mount from dislodging and rendering the Hans useless when most needed.
- Make sure the Hans strap clips on the helmet are clean and free to click out to secure the strap in place. Straps not connected properly on the helmet renders the Hans useless.
- Make sure your seats are properly and firmly mounted, and not cracked. A loose or broken seat renders the seat belt, Hans and safety cage useless when needed most.
- Don't dehydrate, especially in long hot races. The only real answer to dehydration is clean pure water, taken at regular intervals. Once dehydrated, you cannot recover by quickly downing 2 litres of water. It is a long process of recovery mouthful by mouthful. All the cells in the body has to be refilled one by one.
- Make sure your fire extinguishers are serviced, shaken to crack the powder, and properly fastened in the brackets.
- Make sure your RallySafe electrical harnesses are connected and tied down properly. Half-way in, or overtightened connectors will cause trouble. Cut, pinched, drilled, stretched, and over-tied-down harnesses will cause trouble. Antennas in the wrong position, not connected or badly connected, bent, broken, will cause trouble.

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DEHYDRATION

Why is Dehydration so Dangerous?

- Dehydration occurs when these losses through vomit, urine & sweat are not replaced adequately, and a deficit of water and electrolytes develops.
- Dehydration is the loss of water and salts from the body. The human body needs water to maintain enough blood and other fluids to function properly.
- Along with the fluids, the body also needs electrolytes, which are salts normally found in blood, other fluids, and cells. The body may lose fluids in a variety of ways:
 - ❖ when urinating
 - ❖ when you vomit or have diarrhoea
 - ❖ when sweating (even in winter months)

If the body loses a substantial amount of fluids and salts and they are not quickly replaced the body starts to "dry up" or get dehydrated.

Avoiding dehydration

A person's body loses, during an average day in a temperate climate is approximately 2.5 litres of water. This can be through the lungs as water vapor, through the skin as sweat, or through the kidney's urine.

During vigorous exercise or in a hot environment, it is easy to lose several times this amount. Heavy exercise in high temperatures could cause the loss of over 2.5 litres of fluid per hour, which exceeds the body's absorptive capacity.

The average adult should excrete 1ml of urine, per Kg body weight per minute and accordingly replace such fluid.

The best way of avoiding dehydration is to regularly take sips of water and a relative isotonic liquid to keep hydration levels in check. As this is not always possible for competitors, when a rest is being taken, food substance with sufficient amounts of fluids should be taken.

The best method of treatment for dehydration is in taking a pro-active approach by being aware of what causes it and be aware of your surroundings and hydrate as regular as possible.

FIRE IS ALWAYS A RISK

- Make sure all fire extinguishers on the race cars as well as in the DSP are in good working condition. Pressure gauge in the green, and less than 12 months after last inspection date, or date of purchase as stamped on inspection label.
- Mounted fire extinguishers show green when the test button pushed.
- Extinguisher mounting brackets must be the proper anti-torpedo steel bracket for cars, not for home wall mounting.
- Quick release latches must have the safety P-pin in place to prevent the latches opening by themselves.
- NO cable-ties. A loose fire extinguisher can be lethal flying around in a car, or just rolling under the brake pedal.

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- Refer SACCS SSR's Part 1 art 316 and Part 2 art 6.
- Make sure there are no grass traps under the car around the exhausts. Dry grass collecting between an exhaust and a belly pan can start a nice fire.
- Make sure your car is set not to spit and pop flames from the exhaust on overrun.
- A few cars were spotted at Berg 400 still doing this. We do NOT want to set the veldt alight.
- Refer SSR's Part II: art 4
- When refuelling, make sure the static line is connected properly. Especially when using plastic cans.

A FEW POINTERS TO CHANGES IN THE SSR'S FOR 2020:

PART 1 - SPORTING

300. ELIGIBILITY OF COMPETITORS

The crew constitutes the driver and navigator (two people) and both persons must always be in the vehicle during racing sections.

If one of the crew is not in the vehicle whilst racing, the crew will be deemed to have retired.

Refer SSR 307 [i] a)

307. CLASSIFICATION AND TIME BARS

- [i] a) In order to be classified as a finisher of an event *the crew of two* must *start* and complete the full distance of the event, as specified in the SR's/Final Instructions or any other official notice published by the organisers, within the time provided and under its own power. *However, in the case of a DNF in Qualifying and/or the Main race, a restart will be allowed with the applicable penalty added.*

Refer SSR's 307 [i] b), 311 [v], 314 [i] and 318 A [xiii]

d) MARATHON RACE CLASSIFICATION:

Marathons are now run on the same basis as the sprint events, with a holding area and regroup after DSP.

The Marathon Race will be run as one event, consisting of Qualifying, Day one and Day two. Each day consisting of two loops.

Day one and Day two race end time will be the final control flying finish times of each competitor.

Elapsed times will be calculated as Day end time minus Day start time of each competitor.

Refer SSR 306 [i].

The elapsed times including time penalties will be classified from shortest to longest. This will be the competitor's classification for the *Day*. Protests received disputing the results of *Day* one will be heard by the Stewards of the meeting, and their decision will determine the starting order for *Day* two.

Refer GCR's 201(ii) and 217 (in conjunction with 212).

The sum of the elapsed times for qualifying, *Day* one and *Day* two, including all time penalties, will be classified from shortest to longest. This will be the competitor's classification for the Marathon event.

The *overall* winner of the *Marathon* event will have the shortest total time, following to the longest total time for the last finisher.

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The Marathon category and class winners will be declared on the shortest main race time including penalties plus qualifying race time including penalties in the respective category and class.

306. CONTROLS

Beware !!!

- g) Speed Controls - All speed controls within a racing section will be indicated by a "Danger" warning board Refer 318 A [vii] c).

There may also be a speed limit posted on RallySafe and/or in the Road book. Refer SSR 304 [j]

304. ROAD BOOKS

- [i] The Road Book takes preference over the route marking and any other navigational tools.

Where instructions are posted on RallySafe, it will have equivalent preference to the Road Book.

When speed limits in competitive sections are posted, it may not be exceeded. Exceeding the speed limit will be penalised by 2 minutes. Exceeding the speed limit by more than 10% will be penalised by 5 minutes. Refer SSR 318 A [ii] a)

An instruction will team.

Road book changes may only be done by written instructions signed by the CoC.

310. PRE- AND POST-RACE PADDOCK, DSP AND PARC FERME

- e) **GPS and RallySafe Activation**

Beware of this warning. Don't get caught out.

These units MUST be powered up and operational a minimum of thirty (30) minutes prior to the competitor's start time. Failing to power up and activate the GPS and RallySafe units and reset the Data Logging equipment will incur a Five (5) minute penalty. Refer SSR 318 A [iii] g)

311. SERVICE CREWS/OUTSIDE ASSISTANCE

Beware !!!

- [v] A competitor may not drive the vehicle back to DSP for repairs and assistance and then re-join

A broken down vehicle may NOT be recovered from the race route without the written permission of the Clerk of the Course, or until after the route has been officially closed by the Clerk of the Course.

Refer SSR 318 A [xi] b), 318 A [xiii] and 318 C [i] a)

315. OVERTAKING/BUMPING

- [vi] *RallySafe push-to-pass:*

The maximum distance between vehicles where the RallySafe can be activated will be set at 150 meters. This distance may be reset by the CoC in consultation with the Route Director and the CRO, should terrain conditions warrant it.

Should a competitor be "buzzed" three times in a 10 km distance by a following competitor to move over, the leading competitor has 500 meters after the third buzz to move over. Should this not happen, the Clerk of the Course may apply the penalty for not moving over. The "buzzes" and distances will be verified by RallySafe.

Refer SSR 315 [iv] and SSR 318 A [v] h) and 318 B [i] f)

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317. ACCIDENTS/USE OF MEDICAL WARNING BOARD/INCIDENTS/RETIREMENTS/MISDEMEANOURS

[i] Accidents

Please send a PIN to the Emergency Number or HQ of the accident/mishap position, it makes it so much quicker and easier to find the correct place.

Should a competitor happen upon a scene of an accident/vehicle stopped at the side of the route
Where route.

DO NOT move the injured person unless he/she is in a dangerous position. THE NEXT MARSHAL
..... (GOOGLE MAP PIN) TIMES

319. TEAM AWARDS

A. Manufacturer's Team Award

The limit on FIA cars falls away

[i] The award will be made in Classes FIA, T, S, D & E. *The three highest finishers in category points* from the same brand will be the winner of the Manufacturer's Award.

The *brand with the second highest category points* will receive the next position followed by the *brand with the third highest category points*.

3. Points Scoring

The points have been increased to 45 points for the event

3.2 National Championship three-day Marathon events:

The allocation of category and class points are as follows:

Position	Category	Class		Position	Category	Class
1st	45	45		14th	11	11
2nd	37	37		15th	10	10
3rd	31	31		16th	9	9
4th	27	27		17th	8	8
5th	24	24		18th	7	7
6th	20	20		19th	6	6
7th	18	18		20th	5	5
8th	17	17		21st	4	4
9th	16	16		22nd	3	3
10th	15	15		23rd	2	2
11th	14	14		24th	1	1
12th	13	13		25th	0	0
13th	12	12				

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PART 2 - VEHICLE SPECIFICATIONS

4. EXHAUST SYSTEMS

All vehicles must be fitted with *steel* exhaust systems that exit to the back and/or face upwards race.

Competitors are to ensure that the engine management systems are set to cut fuel on overrun, including the sequential gear flatshift, to eliminate exhaust flame-spitting under all racing conditions.

*A race vehicle seen with flames out the exhaust at any time may be **suitably penalised up to immediate exclusion.***

Refer SSR 318 C and GCR 157

1. GENERAL REQUIREMENTS

10.1 A Category Special Vehicle is defined as a space frame tubular chassis vehicle with 4x2 transmission *or a Side x Side Vehicle with 4x2 or 4x4 CVT transmission.*

VEHICLE CLASSES

12. SPECIAL VEHICLE CATEGORY AND CLASSES

NOTES:

1. Competitors contemplating the purchase or construction of a new vehicle for any of classes FIA T1, A, B, P, **G** must ensure that the specifications and design is acceptable to SACCS and acceptance has been confirmed in writing and signed by both the CEO and the Technical Delegate. Refer Art 1.4, 1.7.

GROUP N ENGINES

Must be inspected and sealed.

Engines in classes P, T, S, D & E should all be in Group N specification (which means showroom standard). Should an engine be opened for inspection after a race and found to be modified, the minimum penalty is exclusion. All previously modified engines, as indicated in the passports, and which are still in use, must be sealed before the start of the season. The engines must be presented to the Technical Delegate for sealing. To facilitate this, competitors must please drill 2mm holes for lockwire to go through in suitable places.

These are required between sump & block, block & cylinder heads, cam covers & cylinder heads. Please contact Clive Densham 083 265 6598 to arrange the sealing. Should a previously modified engine require a rebuild, it will have to be replaced with a Group N engine. No resealing.

We look forward to seeing you all at the Mpumalanga 400 in Dullstroom on 28 and 29 February.

Regards

The SACCS Team.

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