

WOMZA OFF ROAD RACING REGULATIONS - OR

The official interpretation of these rules shall be accepted as binding. The regulations have been kept plain and straight forward, all rules read are meant for the intent and not for any member to unfold loopholes in the rules – what is not written is not permissible.

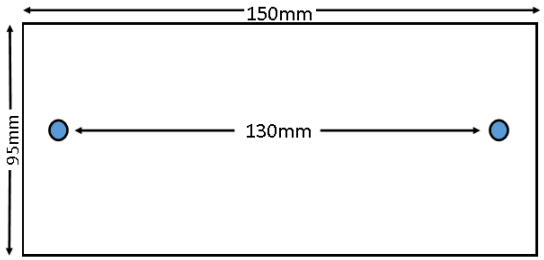
OR 1.	Promoter/Organizers to refer to GRR for duties and responsibilities;
OR 2.	Officials to refer to GRR's for duties and responsibilities;
OR 3.	Competitors and crew to refer to GRR's for general licensing and personal accident cover;
OR 4.	Protests and appeals refer to GRR's;
	<u>COMPETITOR / CREW RESPONSIBILITY</u>
OR 5.	<u>ELIGIBILITY OF COMPETITORS</u>
5.1	The Championship is open to all competitors who comply with the rulebook, of the current WOMZA handbook and who are domiciled within the area under the jurisdiction of WOMZA;
5.2	No competitor shall be permitted to start an event unless he has satisfied the officials concerned and that all the following are in order;
5.3	Where the entrant of a vehicle is not a member of the vehicle's crew an entrant OR one event license must be obtained from WOMZA prior to submission of the entry form;
5.3.1	Failing this the entrant's name will not be published in any documentation for the event;
5.4	Competitors aged 14 to 16 years of age may only obtain a competition license endorsed for navigational purposes;
5.5	Competitors aged 17 and older in possession of a learners or driver's license may be issued with a competition license permitting the competitor to drive a vehicle failing with which means licenses must be endorsed;
5.6	Provincial driver's license must be presented at documentation;
OR 6.	<u>NAVIGATOR / CREW</u>
6.1	The persons carried in the vehicle are deemed to be its crew;
6.2	The crew may consist of a nominated driver and/or second driver, and a navigator;
6.3	This must be clearly indicated on the entry form on entering;
6.4	The driver who will be driving the prologue must be clearly indicated on the entry form for seeding purposes;
6.5	Only the nominated driver, second driver or navigator may drive or be inside a vehicle during a competitive section except when rendering assistance.
6.6	This applies to ALL events held on, or which traverse public roads.
6.7	Should the Supplementary Regulations permit a change of crew/vehicle such change may only be permitted prior to the crew having completed documentation;
6.8	Where the crew includes a second driver, a crew change may only be made at the designated service point or before the start of the days racing.
6.8.1	

6.9	The clerk of the Course must be informed in writing prior to documentation when the change of the driver is to take place.
6.9.1	In the case of two nominated drivers, each will score half points in both the class and overall championships.
6.10	The navigator must complete the entire event in order to score championship points; A driver and/or second driver may only be nominated as the driver and/or second driver for one vehicle during an event;
OR 7.	<u>COMPETITOR / CREW REQUIREMENTS AT EVENTS</u>
7.1	All competitors must have submitted properly completed entry forms;
7.2	All vehicles are to carry at least one litter of drinking fluid per crew member at the start of each day's racing.
7.3	All vehicles are to be equipped with a first aid kit, which shall contain a minimum of the following: <ul style="list-style-type: none"> ➤ 1 x Space blanket (Per crew member) ➤ 1 x Triangular bandage ➤ 1 x 50mm x 70mm First Aid dressing pad ➤ 1 x 50mm x 200mm First Aid dressing pad ➤ 1 x 8cm stretch bandage ➤ 4 x Band Aid type strips ➤ 4 x Neatseal type plasters (2x large, 2 x small)
7.4	The First Aid kit shall be clean, in good condition and not more than 2 years old;
OR 8.	<u>PRE-RACE PRACTISING</u>
8.1	An entry from a competitor who had been found to have practiced over or near the route at any time during the sixty (60) days preceding the event will not be accepted;
8.2	The foregoing, however, does not apply legitimate participation in an event which may cross or use sections of the route within sixty (60) days preceding the event.
8.3	All decisions in this respect shall be referred to the Clerk of the Course;
OR 9.	<u>PRE-AND POST-RACE PADDOCK</u>
9.1	<u>PRE-RACE PADDOCK:</u>
9.1.1	Competitors must personally present their competition vehicles into a Pre-Race line up a minimum of thirty (30) minutes prior to their allocated start time;
9.1.2	Competitors not in the Pre-Race line up will start at the back of the field as determined by the Start Officials;
9.1.3	Competitors who do not conform will receive 5-minute penalty;
9.1.4	Additionally, should it not be possible to move to competitor up to his/her correct starting position, they will be started at the back of the field;
9.1.5	No time compensation will be given, and 5-minute penalty still applies;
OR10.	<u>SERVICE CREWS/ OUTSIDE ASSISTANCE</u>
10.1	Passing information to or from the vehicle is permitted, provided that in doing so the passing of information does not create a situation which interferes with the passage of other competitors and / or the control point;
10.2	Servicing and assistance is only permitted at the Designated Service Point/s or where specifically permitted by means of an Official Notice;
10.3	The crew, using solely the equipment on board with no external physical assistance, may perform service on the competing vehicle at any time, other than where this is specifically prohibited.

10.4	The servicing of vehicles within a control area is strictly prohibited and the vehicle must first be pushed out of the control area and may then be serviced;
10.5	A Competition vehicle causing an obstruction or stuck may be removed with outside assistance or by another active competitor only to such a point where the route is clear and safe passage has been obtained or the vehicle has been freed.
10.6	Competitor crew and or personnel related to the crew/entry are reminded that their assistance remains logged, corrected time will not apply for assistance other than for medical/incident or accident related;
10.6.1	Notwithstanding the above, in the event of an accident in which the crew are endangered, outside assistance may be given by a third party;
10.7	The clerk of the course will be empowered to investigate such assistance and take appropriate action where deemed necessary;
OR11.	<u>SERVICE AREAS</u>
11.1	Demarcated areas for servicing of competing vehicles will be identified for each event and indicated as such on the itinerary, road book and pace notes;
11.2	All services areas are to have demarcated entrance and exit points to control flow and direction of traffic where needed.
11.3	All vehicles including service vehicles are to adhere to minimum speed in service areas at all times;
11.3.1	Marshals and officials are to report any breach of regulations in terms of minimum speed to the COC without delay;
11.3.2	The COC shall impose a penalty accordingly:
11.3.3	First offence – minimum of 1 (one) minute;
11.3.3	Second offence – exclusion from the event;
11.4	All competing vehicles are to be serviced or refueled on an environmental mat made of PVC or similar material which will not allow any fluid to filter through it;
11.5	Any spillage must be cleaned and cleared immediately by the service crew, failure to do so may lead to a competitor being excluded from an event;
11.6	Each service crew is solely responsible for any litter or mess caused and remain responsible to remove all litter from the premises;
11.7	At no given time, will the use of alcohol be permitted in the service area whilst an event is in progress.
11.8	NO OPEN FLAMES, BRAAI'S OR FIRES ARE ALLOWED IN THE SERVICE AREA AT ANY TIME BEFORE OR AFTER AN EVENT.
OR12.	<u>REFUEL</u>
12.1	Refuel points shall be a maximum of 60kms apart;
12.2	The driver and Navigator may remain seated in the vehicle during the fueling process;
12.3	The engine has been switch off and remains switched off throughout the fueling process;
12.4	The doors and /or rood lid (whichever is applicable) are open throughout the fueling process;
12.5	The driver and Navigator's safety harnesses are unbuckled throughout the fueling process;
12.6	One crew member, equipped with a fire extinguisher, is positioned on the driver's side of the vehicle and another crew member, also equipped with a fire extinguisher is positioned on the Navigator side of the vehicle throughout the fueling process. These two crew members may not perform any other task until the fueling process is complete;

12.7	The fire extinguisher used during the fueling process shall have a minimum capacity of 2.5kg each.
12.8	WOMZA will accept the Stryker product as an extinguisher to be used in all vehicles. The provision being that the Stryker product matches the capacity of the conventional extinguisher.
12.8.1	<i>For example a 2,5 kg conventional extinguisher would be the equivalent of a 13B Stryker similar;</i>
12.8.2	
12.9	The Organizers must appoint a Safety Officer who will observe the refuel procedure and who may report any infringements on the fueling regulations to the Clerk of the Course for disciplinary action;
12.10	Every pit exit will be manned by a marshal whose duties amongst others will be to check that the safety harnesses of all crew are correctly fastened;
12.11	Empty fuel drums must be removed from the refuel area / DSP by the competitor's service crews;
OR13.	<u>ACCIDENTS/INCIDENTS/RETIREMENTS</u>
13.1	<u>INJURIES:</u>
13.1.1	In the event of anyone being injured, competitors are obliged to stop and render whatever assistance may be needed, in the case of serious injury;
13.1.2	DO NOT move the injured person;
13.2	THE NEXT MARSHAL MUST BE INFORMED AS SOON AS POSSIBLE IN ORDER TO SUMMON ASSISTANCE, PLEASE GIVE THE MARSHAL THE INJURED PERSON'S LOCATION, NAME (WHERE POSSIBLE) AND COMPETITION NUMBER (WHERE APPLICABLE). WHEN AN AMBULANCE IS ENCOUNTERED ON THE ROUTE IT HAS THE RIGHT OF WAY AT ALL TIMES.
13.3	A second medical "Board" which will be of a cloth nature and with eyelets in each corner must be carried in the vehicle;
13.4	This must be attached to the top of the stationary vehicle so that it is visible from overhead;
13.5	This is to help with possible aerial evacuation or assistance been given;
13.6	A penalty of R1000 will apply for not complying with this;
13.7	<u>USE OF THE MEDICAL WARNING BOARD:</u>
13.7.1	Should any competitor stop due to being involved in an accident whilst on the route being used for an event????.
13.7.2	This also applies to any vehicle stopped on the side of the route due to mechanical or any other failure.
13.8	Competitors are reminded of the importance of displaying the OK board when they are stopped and thereby ensuring that the status of the "stop" is clear to all concerned; Should medical assistance be required, the medical warning board must be displayed in such a manner that the cross is clearly visible to oncoming competitors, preferably at eye-level.
13.9	Care must be exercised to ensure that the correct side of the board is displayed to oncoming competitors;
13.9.1	While the medical warning board is displayed in such a manner that the first competitor arriving on the scene if an accident must stop and render assistance, however, should this not be possible you must display the distress sign by holding both hands in triangular shape above your head and jump up and down to attract oncoming competitors attention;

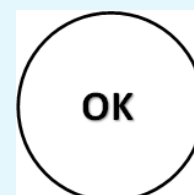
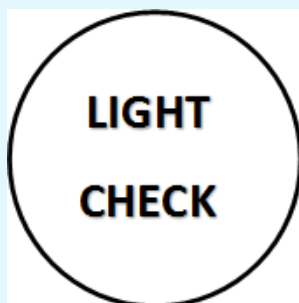
<p>13.10</p> <p>13.11</p> <p>13.12</p> <p>13.13</p> <p>13.14</p> <p>13.15</p> <p>13.16</p> <p>13.17</p> <p>13.18</p> <p>13.19</p> <p>13.19.1</p> <p>13.20</p>	<p>Should a competitor happen upon the scene of an accident/vehicle stopped at the side of the of the route where no medical warning board is displayed, it must be assumed that the injuries are of such a nature that the competitors concerned are seriously injured and unable to display the medical warning board;</p> <p>Assistance must be immediately rendered;</p> <p>Should further assistance from other competitors be required, the competitors of the vehicle rendering the initial assistance must display their medical warning boards with the red cross clearly visible to oncoming competitors;</p> <p>Should no further assistance be required, the green “O” or “OK” should be displayed.</p> <div data-bbox="776 436 963 632" data-label="Image"> </div> <p>Once the injured competitors have been assisted their medical warning board should be displayed with the green “O” or “OK” clearly visible to oncoming competitors until the vehicle has been removed from the route;</p> <p>Following an accident or where a vehicle is stopped at the side of the route and no assistance is required, the green “O” or “OK” must be clearly displayed to oncoming competitors until the vehicle has been removed from the route;</p> <p>Competitors who fail to stop on arriving at the scene of an accident, where no medical warning board is displayed or where the red cross is displayed, are guilty of contravening the regulations and will be excluded;</p> <p>Competitors who are not injured and who leave a vehicle on the route and fail to display the green “O” or “OK” shall be subject to a fine;</p> <p>Misuse of the medical warning board will be treated as a serious offence and will be dealt with accordingly;</p> <p>Competitors whom render assistance, may be compensated for the time they have spent at the scene using information from their GPS and other electronic recording devices.</p> <p>Should electronic information not be available for whatever reason, the time compensated will be calculated by taking interval to another competitor most closely matched in speed at various controls. Eg. If the competitor is running at roughly the same speed as another competitor, it can be reasonably assumed that the time gap between them would have remained the same at the next control, and the difference between the expected time and the actual time to be returned to them;</p> <p>A competitor who is involved in an accident where medical assistance is required by that vehicle crew and is then able to continue racing may not claim time compensation;</p>
<p>OR14.</p> <p>14.1</p> <p>14.1.1</p> <p>14.1.2</p> <p>14.2</p> <p>14.2.1</p> <p>14.2.2</p> <p>14.2.3</p>	<p><u>INCIDENT REPORT FORM:</u></p> <p>Any competitor retiring from the event should notify race control as soon as possible. This can be done in several ways.</p> <p>Advise the nearest radio marshal / marshal / official – ask them to relay this to race control;</p> <p>Call the secretary of the event and advise her/him that you are retiring</p> <p>Information to be reported is:</p> <p>Competitor Number</p> <p>Need assistance getting back or can make it back on own</p> <p>Reason why retiring</p>

14.3	Any competitor who fails to notify race officials by means of the incident report form within one hour of returning to DSP will be subjected to a penalty;
14.4	If unable to return to DSP before the end of the racing section, the onus is on the competitor to have a team member come to race officials and report this fact;
OR 15	TIMING SYSTEM
15.1	Each vehicle must have fitted a mounting plate for the timing system;
15.2	This plate must conform to the following specifications (refer diagram below)
15.2.1	Plate material is plastic, 6mm thick, 95mm wide, 150mm long
15.2.2	Two M8 x 25mm, press studs, must protrude with threads up and flush on the bottom.
15.23	Bolts are to be centred long the long axis 130mm centre to centre;
	
	NOTE: Every competitor has the right on request, to see ant written or printed matter, records, time cards, sequence sheets, etc. pertaining to the event
OR16.	<u>ELIGIBILITY OF VEHICLES</u>
	<i>The competitor shall be solely responsible for ensuring they enter and sign on at documentation into the correct class which they intend participating in;</i>
16.1	Vehicles entering into any Off-Road Racing events shall comply accordingly to the class he/she intends participating as set out in the Off Road racing regulations;
16.2	All vehicles must display advertising decals supplied by the overall championships and the event sponsors.
16.2.1	It's a condition of entry to display the sponsors advertising material.
16.3	Vehicle and competitors who do not comply with the following provisions will not be passed by the scrutineers;
16.4	These decals must be displayed per the Technical Consultant/organizers specification;
16.5	Any application for an exemption from this regulation must be made to the Technical Consultant who will make a ruling in consultation with the sponsor's representative and the relevant category's drivers representative;
OR17.1	NUMBER PANEL (LARGE):
17.1	The overall championships sponsor's number panel, as supplied, will be prominently displayed on each side of the vehicle and on the roof of the vehicle;
OR17.2	NUMBER PANEL (SMALL):
17.2.1	The overall championship sponsor's number panel as supplied, to be displayed on the bonnet of the vehicle;
OR17.3	EVENT SPONSOR'S DEAL:
17.3.1	Space must be provided on the side of the vehicle for the Event Sponsor's Decal and must be as prominent as that of the Overall Sponsors;

OR17.4 17.4.1	SERVICE DECAL: Two overall championship sponsor's decals, as supplied, to be attached one on each side of the service vehicle/s;
OR17.5 17.5.1 17.5.2 17.5.3 17.5.4 17.5.5 17.5.6 17.5.7 17.5.7.1 17.5.7.2 17.5.8 17.5.9	CLOTH BADGE: One overall sponsor's cloth badge to be sewn on the left-hand side of the chest, 10cm below the shoulder, of the racing suits worn by all competitors; All vehicles must display advertising decals supplied by the individual event sponsor/s; The competitor's entry makes it a condition of entry to display the sponsor's advertising material; These decals must be displayed in a prominent position; The Technical Consultant in consultation with the driver's representatives will establish all areas on the vehicle where the relevant sponsor's decals will be positioned vehicle and competitors who do not comply with the provisions as set out above will not be passed by the scrutineers; Competitors must ensure that the decals and all advertising materials from previous events has been removed; All vehicles must bear WOMZA allocated competition numbers on the number panels; These numbers must be black on a white background and have a minimum dimension of 200mm x 130mm with a 30mm stroke width per digit; A further competition number with a minimum height of 75mm must be fixed to the number panel on the vehicle's bonnet; Vehicles that do not comply with these provisions will not be passed by the scrutineers; Medical warning boards in compliance with WOMZA specifications for the duration of the event;
.	GENERAL OFF ROAD REGULATIONS APPLICABLE TO ALL CLASSES / STATUS OF EVENTS
OR18 18.1	<u>ROUTE MARKING</u> The route shall be planned in such a way that the average speed of the leader, under ideal conditions, should endeavour not to exceed 70 km/h for the event;
OR19. 19.1 19.2 19.3	<u>ROUTE MARKING WILL ADHERE TO THE FOLLOWING STANDARDS:</u> All route marking must be done with red "Day-Glo" markers – one colour must be used for the entire event unless exceptional circumstances dictate otherwise; Each marker must present a face of at least 100mm x 100mm to competitors; Route marking must only be placed on the left hand side of the track except where a turn in indicated where the following will apply:
OR20. 20.1 20.2 20.3 20.4	<u>SINGLE CONFIRMATION MARKERS:</u> These should be placed at intervals along the left-hand side of the route. A confirmation marker must be placed within site of the intersection. If the route is not obvious, confirmation markers must be placed within sight of one another. If routes run close together in opposite directions, a marshal and/or bunting is required.

20.5	“Day-Glo” markers facing competitors from the outgoing route should be sprayed black or positioned in such a way that they are not visible to the oncoming competitors;
20.6	Should there be a change from the above, such as the route being run in reverse, the confirmation markers will be on the right-hand side;
20.7	Danger boards should only be used where a dangerous or extreme change in terrain takes place without warning, Danger boards should have a minimum size of 400mm x 600mm high with a exclamation mark, and should be erected approximately 100m before the hazard;
20.8	A chevron or a “Xmas Tress” out of barrier tape or “Day-Glo” markers must be at the actual danger point;
20.9	Where the route comes to a T-junction at which there is barbed wire or game fencing this fencing should be clearly marked with barrier tape/green stickers indication the direction of the turn;
20.10	Where the obvious road is not continuation of the route, green “no go” marking should be introduced if possible;
20.11	When laying out the route the organizers should be conscious of providing overtaking opportunities;
20.12	The first 50m from the start and the last 50m to the finish are to be bunted/fenced to keep spectators off the route. Marshalls are to be present at the start/finish to ensure good crowd control;
20.13	Where the terrain does not allow for the above type of marking (e.g. rocky, mountainous terrain devoid of vegetation) the route may be marked with painted “Day-Glo” directional arrows and non-directional “Day-Glo” paint spots onto fixed objects. Only biodegradable paints should be used;
OR21.	<u>ROUTE</u>
21.1	The route shall preferably have a minimum of two (2) laps and a durations of at least six (6) hours of racing time. A tolerance of 10% may be allowed, dependent on available terrain;
21.2	The minimum distance for events is 150km (with a 10% per cent variance permitted);
OR22.	<u>ROAD BOOKS</u>
22.1	All competitors will be issued with an online route schedule which shall be definitive (route schedules will take preference over the route marking, but must correspond with the route marking);
22.2	Route schedules will be available;
22.3	Route schedules must be of uniform formats as shown below.
22.4	Organisers are requested to district roads on the route schedule where the route follows a district road;
22.5	All “STOPS” at road/railway crossings and district roads (Public Roads) as well as EXTREME change to terrain (danger marking) must be shown in the route schedule;
OR23.	<u>ROUTE DIRECTION AND ROUTE DEVIATION</u>
23.1	No competitor may drive on the route in a direction which opposes the flow of competitors driving in the direction stipulated on the route schedule;
23.2	A competitor may only leave the designated route when circumnavigating an obstruction or when overtaking, this must be done by staying as close to the route as indicated in the Route Schedule;
23.3	Deviation shall be deemed as having taken place when either an advantage in distance or time has been gained by such deviation;

OR24. 24.1	<u>MAXIMUM / MINIMUM DISTANCES</u> Championship events shall be one day events run over a minimum distance of 150 km's and maximum distance of 250 km's;
OR25. 25.1 25.2 25.2.1 25.2.2	<u>CHAMPIONSHIP CHALLENGE/CHAMPIONSHIPS</u> Championship events are listed in the WOMZA calendar. If less than five events are run or scored, the WOMZA Off-road Committee reserves the right to withhold the declaration of champions; The number of events to count for each championship shall be noted on the race regulations for the particular event; <u>Regional Championships</u> Minimum starters shall be 6 starters <u>National Championships</u> Minimum starters shall be 8 starters
OR26. 26.1 26.2 26.3 26.4 26.5 26.6 26.7	<u>POINTS SCORING</u> Points will be awarded to the series and challenge competitors as per the current Off Road Car Championship Regulations for ALL classes; An additional 5 Points will be awarded for starting an event; No points will be awarded to a competitor who is excluded from an event; To be deemed as a finisher of an event a competitor must complete the total distance of the event within the allowed time as laid down in the RB, or on extended time as allowed by the Clerk of the Course, should circumstances so dictate; A competitor's overall position within his Category will be used to determine the Category Champions; A competitor's position within his class, together with his starting points will be used to determine the Class winners;
OR27. 27.1 27.2 27.3 27.4	<u>COMPETITORS INVOLVED IN ORGANISING DIFFERENT EVENTS</u> Should a competitor be involved in the development, laying out or working of a route for an event, the competitor may not enter the event; Points will be awarded to the competitor at the end of the year, on the basis of his average points scored in the championship; A maximum of two crews per event are eligible for organiser's points; The result of the event must reflect which competitors are to score organisers points when these results are submitted;
OR28. 28.1 28.2	<u>AIM OF THE CHAMPIONSHIP</u> To declare the following champions: Special vehicle category – champion driver and navigator; Production vehicle category – champion driver and navigator;



OR29. 29.1 29.2 29.3	<p><u>CONTROLS</u> TIMING CONTROLS: These will be identified by control boards, and competitors will be required to stop at them; Timing will be done official clocks, and the competitor's time arrival will be recorded by the official on the sequence sheet. The time will be recorded in hours, minutes and seconds;</p>
OR30. 30.1 30.2 30.3 30.4 30.5 30.6 30.7	<p><u>PROCEDURE AT TIMING CONTROLS:</u> The controlled area at all controls will be determined by two sets of control boards. The first pair (one on either side of the track) will indicate the start of the control area. The second pair will be stop signs where the competitor will be required to stop and will delimit the end of the control area; No overtaking is permitted within this controlled area; When a competitor has stopped at a control official and another competitor approaches, the second competitor may not pull up alongside the stationary competitor but should wait for the control official to complete all formalities with the first competitor; No waiting time will be allowed; Breach of regulation may result the COC in penalizing competitor;</p>
OR31.	<p><u>CLASSIFICATION AND TIME BARS</u> In order to be classified as a finisher of an event a competitor must be complete the full distance of the event, (as specified in the Supplementary Regulations / Final Instructions or any other official notice published by the organisers;</p>

	<p>The winner will be declared in the shortest racing time including penalties;</p> <p>TIME BAR: The time bar will be advised on the results for the exclusions of slower competitors at the finish (as stipulated in the Supplementary Regulations, Final Instructions or any other Official Notice published by the organisers) is recommended to be three (3) hours after the leading competitor finishes the event. This time bar may be changed at the request of the COC of the event;</p> <p>MIDWAYPOINT / DSP TIME BAR: The time bar for the exclusion of slower competitors when exiting the Designated Service Area will be published in the Supplementary Regulations;</p> <p>IMPOSITION OF PENALTIES: Penalties shall be added at the end of the day’s racing results.</p>
	<p>PAR FERME: There will be a post-race parc ferme at the finish of the event, into which all competition vehicles must be placed. Released of this paddock will be subjected to the discretion of the Clerk of the Course but will not take place earlier after the leading vehicle has completed the event;</p>
	<p>STANDARD SIGNS TO BE USED ON NATIONAL CHAMPIONSHIP EVENTS:</p> <p>LIGHT CHECK: Round signs on white ABS plastic 300mm in diameter. “Light Check” in red lettering with “OK” in green lettering printed on the reverse side in such a way that, when the board is turned over, the letters must be the right way up. This board will be mounted in a pole of not less than 1m in length, so that the marshal can hold it out in front of a competitor. Where possible these light checks should be situated at road crossings;</p>
	<p>CROSSING: Black cross on a white background. This sign should be placed on a board with minimum dimension of 600mm wide x 600mm high (suggested material “corrugas”). This should be placed 200m or 200 paces before the road crossing;</p> <div data-bbox="706 1444 946 1675" data-label="Image"> </div>
	<p>MARSHAL: Black on a white background. This sign should be placed on a board with a minimum dimension of 600mm wide x 600 high (suggested material “corrugas”). This board should be placed 50m before a marshal point. A stop board should be placed at the marshal point;</p>



DANGER:

Black on a white background. This should be placed on a board with a minimum dimension of 600mm wide x 600mm high (suggested material “corrugas”). This board should be displayed 100m before a road crossing, marshal point, refuel or service area and extreme change of terrain;



EXTREME CHANGE OF TERRAIN:

Red on white chevron pointing downward, with a minimum dimension of 300mm wide x 500mm high;



STOP SIGN:

White on red background. Hexagonal shaped with a minimum dimension of 300mm wide x 300mm high. This sign should be placed on a board with a minimum dimension is 600mm wide x 600mm high. This board should be placed at road crossings and marshal points;



SPEED CONTROLS:

All speed controls within a racing section will be indicated by a “Danger” warning board followed 100 meters thereafter by a “Stop Sign” with the words “Speed Limit” attached below, The de limitation of the Speed limit will be indicated by a “Speed Limit” with a diagonal line through it. There will only be one speed limit which is 60

	kph. The penalty for exceeding this speed limit is 15mins. No overtaking of race vehicles (except those stationary) is permitted. 60-minute penalty;
	<p>DISTRICT ROADS</p> <p>Where the route of an event follows a district road for more than one (1) kilometre and this road had not been closed to normal traffic, competitors will be decontrolled and given an adequate time allowance that will allow them to compete this section whilst obeying all normal traffic rules. Competitors will be re-started in the same position and at the time intervals as they arrived at the beginning of the de-controlled section. No servicing will be allowed in the de-controlled section. Any competitor arriving at the end of a de-controlled section before his allocated start time will only be re-started at his allocated time start. Any competitor arriving at the end of a de-controlled section after his allocated start time will be re-started at such time and sequence determined by the control official. No allowance will be made for any waiting time incurred by such a competitor;</p>
	<p>ROAD / RAILWAY CROSSINGS</p> <p>Where the route crosses a road or railway line, a board with a black cross on a white background must be erected 200m or 200 paces before the district road or railway line. A stop sign must be erected at the edge of the road or railway line and must be visible to competitors allowing sufficient space to stop. It is compulsory to stop at this intersection under pain of the specified penalty and competitors must ascertain whether it is safe to cross the road or railway line before proceeding. Organisers must ensure that all stops are shown in the route schedule. Competitors are required to stop whether the Stop Sign is present or not. Competitors who ignore the instruction in the Route Schedule will carry the same penalty as if the Stop boards were in place. A stop is defined as a vehicle being stationary;</p>
	<p>YELLOW / WHITE LIGHT</p> <p>Organisers are required to have a minimum of two (2) check points on the main racing section/s of an event to check that yellow/white lights on competition vehicles are operational. The first check point must be situated within the first thirds of the lap and the second check point must be sited within the last third of the lap.</p>
	<p>OVERTAKING / STREAMERS</p> <p>Overtaking of fellow competitors must always be done to right of the vehicle being overtaken unless exceptional circumstances do not permit this;</p> <p>The fitting and use of a hooter;</p> <p>Basic Operation</p> <p>The unit should be switched on 30 seconds before the competitor is 'flagged' off from the start line.</p> <p>The unit may be tested for function by the competitor, once it has been turned on, by pressing the 'passing activation button'.</p>

	<p>The driver's obligation to move over to the left and allow the faster competitor to pass to the right;</p> <p>Details of any competitor/competitors who fail to allow overtaking when signalled to do so, must be reported to the Clerk of the Course on the Incident Report Form;</p> <p>Proximity warning units can be tested by the organisers at any point on the route, during a race, without interfering with the progress of the competitor;</p>
	<p>PENALTIES</p> <p>The following penalties will be imposed by the clerk of course, and where such penalties are applied, it shall not be necessary to hold a hearing with competitors in terms of ...</p>

	<p>Should a competitor arrive at the start of any racing section or de-control or re-start after his allocated start time, as published he/she will start at a time determined by the start official so as not to disadvantage any other competitor.</p> <p>He/she will not receive any time allowance for the time that he is late for his start nor for any time that he is kept waiting.</p> <p>Should a competitor arrive at the start, re-start of a de-controlled section before his allocated start time he will be starting at his allocated start time</p> <p>Five minutes</p> <p>For jumping the start at the start or any other timed re-start</p> <p>For not reporting to the start official of the prologue 30 minutes before his allocated start time.</p> <p>For the non attendance of the crew at drivers briefing</p> <p>The time advantage gained will be calculated using a competitor in the same class closely matched in speed through the correct route as a reference time. In the event that the deviation resulted in no time advantage gained, the penalty will be five (5) minutes at the discretion of the jury as per above.</p> <p>For not being personally present at Pre Race Line Up</p> <p>Five minutes – for not being in the line-up at the correct time, wrong position</p> <p>Ten minutes</p> <p>Early departure at the control defining the exit of the compulsory stop, will entail an automatic ten (10) minutes penalty. The time difference</p>	
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	<p>between the allowed time and the actual time taken (the time by which early departure took place) will be added to the 10 minutes penalty. For not stopping. Fifteen minutes For being unable to repair a white light when instructed to do so by a Light Check Marshal or any other official. For contravening pertained to start time. (prologue) For contravening pertained to start time. (Main racing section) For contravening pertaining to medical board and warning triangle. For contravening pertaining to the procedure at timing controls. Penalty for speeding in speed control sections. For deviation from the route, of greater than five (5) kilometres, or where the time advantage gained is sixty (60) seconds or more, a minimum of a fifteen (15) minute penalty plus time advantage gained will be applied on recommendation of a jury comprising the COC. The time advantage gained will be calculated using a competitor in the same class closely matched in the speed through the correct route as a reference time. In the event that the deviation resulted in no time advantage gained, the penalty will be fifteen (15) minutes at the discretion of the jury as per above. Thirty minutes Reserved For interfering with, turning off, or otherwise preventing timing and tracking devices from performing as designed. Sixty minutes Reserved For failing to stop at a route check control/timing control or ignoring a control officials instruction. For overtaking in speed control sections. Exclusion Reserved For having been found to have practiced on or in the vicinity of the route within sixty (60) days preceding the event. For contravening the service crew/Outside Assistance rule. For failing to wear a helmet while racing and non-compliance to the crash helmet requirement and for failing to have the safety harness properly fastened at all times whilst in a moving vehicle. For failing to obey the route direction and route deviation. For finishing an event with a different chassis, or engine block number to that fitted to the vehicle when scrutineered. For contravening the refuelling procedures and regulations. For failing to complete documentation and/or scrutineering by the closing times stipulated in the supplementary Regulations. For failing to carry out the instructions of an official. For carrying fuel in loose containers in a competition vehicle. For failing to place a vehicle in the parc ferme on completion of the event. For entering a holding area by the service crew, i.e. post-race impound or parc ferme without the clerk of the course's permission except when</p>	
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	<p>placing the vehicle in, or moving the vehicle from such a holding area may be excluded at the discretion of the clerk of the course.</p> <p>For failing to comply with the provisions of ...</p> <p>For contravening the Road and Rail Crossing two or more times.</p> <p>For contravening pertaining to protective clothing.</p> <p>For failure to repair a yellow light.</p> <p>Reserved</p> <p>R1,000 (One Thousand Rand) Fine</p> <p>For failing to hand in an incident Report Form within one hour of completion of, or retirement from each days racing.</p> <p>For failing to report any damage/injury to property or person to the organisers on the completed incident report form.</p> <p>For failing to complete the Incident Report Form in full.</p> <p>For receiving assistance to recover a vehicle on the route during the running of the event without the written permission of an official.</p> <p>Reserved</p> <p>For failing to remove empty fuel containers.</p> <p>For failing to display “o” or “okay” board of a stranded vehicle left on the route.</p> <p>Penalties may be imposed, in respect to contravening any of the items listed below, by the clerk of the course subject to a hearing being held.</p> <p>For overtaking within a demarcated area or pulling up alongside a stationary competitor at a control unless to do so by an official.</p> <p>For smoking whilst racing.</p> <p>For driving dangerously or without due consideration to other road users.</p> <p>For allowing a person not in possession of a valid provincial driver’s license/valid competition license to be in control of a vehicle during competition.</p> <p>For carrying any unregistered passengers other then stranded competitors or officials.</p> <p>For failing to afford the opportunity to pass or deliberately preventing passing.</p> <p>For contravening traffic rules or regulations.</p> <p>In event of being unable to report (crew and vehicle still being recovered) , a team member must do this on behalf of the competitor.</p> <p>Penalties which may be imposed by the clerk of the course.</p> <p>For behaving in a manner prejudicial to motorsport, bearing in mind that competitors are responsible for the actions of their service crew/s.</p> <p>Committing any breach of the General Competition Rules, these standing Supplementary Regulations, the Supplementary Regulations or Final instructions for which no specific penalty has been laid down.</p> <p>TEAM AWARDS</p> <p>Manufactures Team</p> <p>The award will be made in the production Vehicle category. The total penalties of three highest places vehicles of the same manufacturer will be added together with the team having the lowest total penalties declared the winner. In the event of a tie, the finishing position of the highest placed members of the respective teams will be used to determine the winning team.</p>	
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