



WOMZA RACE REGULATIONS OFF ROAD CARS 2024

ORR = OFF ROAD RACE REGULATIONS

These rules apply to National, Regional and Club status events

ORR1 WOMZA

WOMZA reserves the right to change these regulations without any prior notice; this would mainly apply to safety related issues, which could arise in the duration of the championship.

ORR1.1 All clubs and promoters hosting events, must be mindful of conflicting sponsorship without the approval of both sponsors concerned, where a conflict exist, i.e. if there are two tyre sponsors, please get approval from both parties that they are happy with their sponsorship arrangement and that no conflicts will arise after an event has been televised and broadcasted.

ORR1.2 All promoters, clubs and venues must uphold all decisions taken by WOMZA in respect of disciplinary, appeal and any hearings that may have been passed down to competitors, spectators or any other person that may have been involved in WOMZA sanctioned events

ORR2 CLUBS

All Off Road competitors need to join a WOMZA affiliated club, which will be hosting events in the 2024 year. A list of these clubs can be obtained from WOMZA office or website.

ORR3 SCORING

ORR3.1 Points Scoring for Competitors

Points Allocation – All Events

1st – 25	2nd – 22	3rd – 20	4th – 18	5th – 16
6th – 15	7th – 14	8th – 13	9th – 12	10th – 11
11th – 10	12th – 9	13th – 8	14th – 7	15th – 6
16th – 5	17th – 4	18th – 3	19th – 2	20th – 1

ORR3.2 An additional 5 points will be awarded for starting an event.

ORR3.3 No points will be awarded to a competitor who is excluded from the event.

ORR3.4 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 Regulations on the notice board, or on the extended time as allowed by the Clerk of the course, should circumstances so dictate.

ORR3.5 A competitors position within his class, together with his starting points will be used to determine the class winners.

ORR3.6 Competitors involved in organising different events
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.

ORR3.6.1 Points will be awarded to the competitor at the end of the year, on the basis of his average points scored in the championship.

ORR3.6.2 A maximum of two crews per event are eligible for organiser's points.

ORR3.6.3 The result of the event must reflect which competitor are to score organisers points when these results are submitted

ORR4 Separation of ties

In the case of a tie at the end of the season, the competitor with the greatest number of class wins will be declared the winner. If this does not resolve the tie, then the greatest number of seconds will count, failing then thirds and so forth. If this is still ineffective, WOMZA will declare the winner on such basis, as it deems fit.

ORR5 CLASSIFICATION

ORR5.1 To be classified as a finisher of an event a competitor must complete the allocated distance for the class before the time bar. The competitor with the least total time including any penalties in each class will be declared the class winners of the event.

ORR5.2 The competitors position within his class, together with his starting points will be used to determine the Class winners

ORR6 CESSATION OF RACING

The Clerk of the Course and Stewards have the right to call a halt to an event due to "force majeure" for any of the following, but not limited to, reasons:

ORR6.1 Extreme weather conditions.

ORR6.2 Serious or fatal accident.

ORR6.3 Sections of the route being deemed impassable owing to recent extreme weather or other unforeseen circumstances.

ORR6.4 Dangerous circumstances for drivers involving spectators or bystanders.

ORR6.5 Any other circumstances, which the Clerk of the Course, in his sole discretion, deems to be dangerous or prejudicial to competitors.

ORR6.6 In the event of an event being halted as above or for any other reason, the Clerk of the Course will inform all marshal points to stop competitors. The competitors will be scored back to the last timing point they passed before the event was stopped.

ORR7 RACE STOPPED PREMATURELY

Once started a race will not, except for the reasons stated above, be halted. If a race is stopped before, the leading competitor has reached half distance, it will be declared invalid and no points will be awarded. If the leading competitor has reached at least half distance, the race shall be declared finished and points awarded.

ORR8 TIME BAR

The time bar will be advised on the results for the exclusions of slower competitors at the finish is recommended to the three hours after the leading competitor finishes the event. The time bar may be changed at the request of the Clerk of the course of the event. The Clerk of the Course may at his discretion extend or amend the time bars should

circumstances dictate.

ORR9 CHAMPIONSHIP

- ORR9.1 Championship events are listed in the WOMZA calendar.
- ORR9.2 If less than five events are run or scored, the WOMZA off-road committee reserves the right to withhold the declaration of champions.
- ORR9.3 The number of events to count for each championship shall be noted on the race regulations for the particular event:
 - ORR9.3.1 Regional championships minimum starters shall be 3 starters.
 - ORR9.3.2 National championships minimum starters shall be 3 starters.
- ORR9.4 Trophies will be given for each class from 1st to 3rd for driver and navigator.

ORR10 ELIGIBILITY OF COMPETITORS

- ORR10.1 All competitors must hold a valid current WOMZA competition licence applicable to the status of the event.
- ORR10.2 Competitors aged 14 to 16 years of age may only obtain a competition licence endorsed for navigational purpose.
- ORR10.3 Competitors aged 17 and older in possession of a learners or drivers licence may be issued with a competition licence permitting the competitor to drive a vehicle failing with which means licences must be endorsed.
- ORR10.4 Provincial drivers licence must be presented at documentation.

ORR11 NAVIGATOR / CREW

- ORR11.1 The person carried in the vehicle is deemed to be its crew.
- ORR11.2 The crew may consist of a nominated driver and / or second driver, and a navigator / or second navigator.
- ORR11.3 This must be clearly indicated on the entry form on entering.
- ORR11.4 The driver who will be driving the prologue must be clearly indicated on the entry form for seeding purposes.
- ORR11.5 Only the nominated driver, second driver or navigator, second navigator may drive or be inside a vehicle during a competitive section expect when rendering assistance.
- ORR11.6 This applies to all events held on, or which traverse public roads.
- ORR11.7 Should the supplementary regulations permit a change of crew/vehicle such change may only be permitted prior to the crew having completed documentation.
- ORR11.8 Where the crew includes a second driver or second navigator, a crew change may only be made at the designated service point or before the start of the days racing.

- ORR11.9 The Clerk of the Course must be informed in writing prior to documentation when the change of the driver or navigator is to take place.
- ORR11.9.1 In the case of two nominated drivers or two nominated navigators, each will score half points in both the class and overall championships
- ORR11.10 A driver and / or second driver and the navigator and / or second navigator may only be nominated as the driver and / or second driver for one vehicle during an event.

ORR12 ENTRY FEES

The club/promoter will determine the entry fees for National, Regional, Club and Social events. All entry details will be sent to the organiser or promoter. Late entries will be charged at the discretion of the organisers or promoter.

ORR13 ELIGIBILITY OF VEHICLES

- ORR13.1 All competitors shall be solely responsible for ensuring they enter and sign on at documentation into the correct class which they intend to participate in.
- ORR13.2 Vehicles entering into any Off-Road Racing events shall comply accordingly to the class he/she intends participating.
- ORR13.3.1 All vehicles must display advertising decals supplied by the overall championships and the event sponsors.
- ORR13.3.2 It's a condition of entry to display the sponsors advertising material.
- ORR13.5 Vehicle and competitors who do not comply with the following provisions will not be passed by die scrutinisers.
- ORR13.6 These decals must be displayed per the Technical consultant/ organizers specifications.
- ORR13.7 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 driver's representative.

ORR14 COMPETITOR / CREW REQUIREMENTS AT EVENTS

- ORR14.1 All competitors must have submitted properly completed entry forms.
- ORR14.2 All vehicles are to carry at least one litre of drinking fluid per crew member at the start of each day's racing.
- ORR14.3 All vehicles will be fitted an air horn.
- ORR14.4 All vehicles must have at least one yellow and green light at the back and one white light in the front that is directly connected to the ignition.
- ORR14.4 All vehicles must at all times have a First Aid Kit; it shall be clean and in good condition and not more than 2 years old.
First aid kits shall contain a minimum of the following:
- 1 x Space Blanket
 - 1 x Triangular Bandage
 - 1 x 50mm x 70mm First Aid dressing pad
 - 1 x 50mm x 200mm x 2,5mm First Aid dressing pad
 - 1 x 8cm Stretch bandage
 - 4 x Band-Aid type strips
 - 4 x Neat seal type plasters (2 x large, 2 x small)

1 x Tube of burn ointment
1 x Pair surgical gloves
CPR device recommended

ORR14.5 All competitors must wear suitable protective clothing, with a minimum standard Level 1. Competitors without suitable protective clothing may not be permitted to start an event. All competitions have to wear helmets and are compulsory to be worn at all times. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chinstrap type retention system and be undamaged, and no alteration must have been made to the construction. Only helmets carrying ECE or SABS approved helmets will be allowed.

ORR15 ADVERTISING AND NUMBERS

ORR15.1 All vehicles must display advertising decals supplied by the individual event sponsor/s.

ORR15.2 The competitor's entry makes it a condition of entry to display the sponsor's advertising material.

ORR15.3 These decals must be displayed in a prominent position.

ORR15.4 The technical consultant in consultation with the driver's representative will establish all areas on the vehicle where the relevant sponsor's decal will be positioned.

ORR15.5 Vehicles and competitors who do not comply with the provisions as set out above will not be passed by the scrutiners.

ORR15.6 Competitors must ensure that the decals and all advertising materials from previous events have been removed.

ORR15.7 All vehicles must bear WOMZA allocated competition numbers on the number panels.

ORR15.7.1 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.

ORR15.8 Vehicles that do not comply with these provisions will not be passed by the scrutiners.

ORR16 CLASSIFICATION AND SPECIFICATIONS FOR PRODUCTION VEHICLES

As per Africa Off-road Racing.

ORR17 CLASSIFICATION AND SPECIFICATION FOR SPECIAL VEHICLES

As per Africa Off-road Racing.

ORR18 PRE-RACE PRACTISING

ORR18.1 An entry from a competitor who had been found to have practiced over or near the route at any time during the sixty days preceding the event will not be accepted. Any competitor, who has been found to have practiced on the route at any time during the sixty days preceding the event, will be excluded. The foregoing, however, does not apply to legitimate participation in an event, which may have crossed or used roads forming part of the event's course within the last sixty days. All decisions in this respect will be adjudicated by the Clerk of the Course.

ORR18.2 All decisions in this respect shall be referred to the Clerk of the Course.

ORR19 IMPOSITION OF PENALTIES

ORR19.1 Penalties shall be added at the end of the day's racing results.

ORR20 RIDERS BRIEFING

ORR20.1 Organisers must have a riders briefing and all riders are required to attend. Any verbal instructions given by the organisers at the briefing will be binding on all competitors. Organisers must supply a PA system for rider's briefing. Instructions given at Riders Briefing may not contradict ORR's. A written riders briefing must be available to competitors on the official notice board, including any last minute instructions by the COC with regards to the route and alterations to the race-day regulations must be posted on the Notice Board and signed by the Steward.

ORR20.2 All competitors (drivers and navigators) shall attend the riders briefing.
All competitors have to sign the register at riders briefing.

ORR20.3 The penalty for not attending or signing of the register at riders briefing is **30 minutes**.

ORR21 SERVICE AREAS

ORR21.1 Demarcated areas for servicing of competing vehicles will be identified for each event and indicated as such on the itinerary, pace notes.

ORR21.2 All service areas are to have demarcated entrance and exit points to control flow and direction of traffic where needed.

ORR21.3 All vehicles included service vehicles are to adhere to minimum speed in service areas at all times.

ORR21.3.1 Marshals and officials are to report any breach of regulations in terms of minimum speed to the Clerk of the Course without delay.

ORR21.3.2 The Clerk of the Course shall impose a penalty accordingly.

ORR21.4 All competing vehicles are to be serviced or refuelled on an environmental mat made of PVC or similar material which will not allow any fluid to filter through it.

ORR21.5 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.

ORR21.6 Each service crew is solely responsible for any litter or mess caused.

ORR21.7 At no given time, will the use of alcohol be permitted in the service area whilst an event is in progress.

ORR21.8 No open flames, braai's of fires are allowed in the service area at any time before or after the event.

ORR22 PRE-RACE AND POST-RACE PADDOCK

ORR22.1 Competitors must personally present their competition vehicles into a Pre-Race line up a minimum of thirty minutes prior to their allocated start time.

ORR22.2 Competitors not in the Pre-race line up will start at the back of the field as determined by the start officials.

ORR22.3 Competitors who do not confirm will receive five minute penalty.

ORR22.4 Additionally, should it not be possible to move the competitor up to his / her correct starting position, they will be started at the back of the field.

ORR22.5 No time compensation will be given, and five minute penalty still applies.

ORR23 ROUTE

ORR23.1 The route shall preferably have a minimum of two laps and duration of at least six hours of racing time. A tolerance of 10% may be allowed, dependent on available terrain.

ORR23.2 The championship events shall be one day events run over a minimum distance of 150km and a maximum distance of 250km (with 10% variance permitted).

ORR23.3 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.

ORR24 STARTING ORDER

ORR24.1 At the first event, competitors will be started in order of fastest time attained in the seeding event.

ORR24.2 After the second race competitors will start according to their Overall points accumulated for all events - highest to lowest. Should a competitor not have Overall points he/she will be started at the back in sequence according to his/her entry form.

ORR25 ROUTE MARKING

Route marking must adhere to the following minimum standards:

ORR25.1 All route markings must be done with red and green "Day-Glo" markers or red spray or green stickers non-directional "Day-Glo" paint spots. One colour must be used for the entire event unless exceptional circumstances dictate otherwise.

ORR25.2 Each marker must present a "face" of approximately 100mm x 100mm to competitors.

ORR25.3 Confirmation marking must only be placed on the left hand side of the track except where a turn is indicated where the following will apply:

Track turning to the left – two markers one above one another, with a gap not exceeding 10cm, will be placed on the left hand side of the track 100m before the left hand turn. Another double marker will be placed within 10m of the turn. This must be followed by a single confirmation marker on the left- hand side of the track within sight of the intersection.

ORR25.3.2 Track turning to the right – As above, except that the double markers must be placed on the right hand side of the track the same distances before the turn,

ORR25.3.3 Track turning with a sharp U-turn – In addition to the marking required above a second set of double markers must be placed on the turn itself i.e. There should be four markers on the turn.

ORR25.4 Single confirmation markers: These must be placed at regular interval along the left-hand side of the route, at a maximum of 500m intervals. If the route is not obvious, confirmation markers must be placed within sight of one another. If routes run, close together or in opposite directions, a marshal and/or bunting are required.

ORR25.5 Danger markings should be used where an extreme change in terrain takes place.

- ORR25.6 Danger boards OR “Xmas Trees” Day-Glo stickers (in addition to the required “danger” board) may be placed at the actual danger point.

- ORR25.7 Where the route comes to a T-Junction at which there is barbed wire or game fencing this fencing should be clearly marked with dayglo green stickers, wrapped in an arrow shape, indicating the direction of the turn. On sections where there is any possibility that dust may obscure these marking, such T-junction must be treated as a danger section and marked with danger boards.

- ORR25.8 Where the obvious road is not a continuation of the route, green “no go” marking must be introduced. Green Day-Glo with a black cross or green cross if painted must be used in order to help competitors suffering from colour blindness.

- ORR25.9 When laying out the route the organisers should be conscious of providing ample overtaking opportunities.

- ORR25.10 The first 50m from the start and the last 50m to the finish are to be bunted / fenced off to keep spectators off the route. Marshals are to be present at the start/finish to ensure good crowd control.

- ORR25.11 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 on to fixed objects with a minimum size of 100x100mm. Only biodegradable paints are allowed.

- ORR25.12 Marshals may not be used to provide directions and all routes must have adequate signage for competitors. The onus rests with a competitor to locate the correct route through signage.

ORR26 PUBLIC ROADS AND ROAD CROSSINGS

No racing on public roads is allowed at any event, irrespective of the event’s status. Racing on public roads is illegal and any organiser that orchestrates an event that makes use of public roads without adherence to all terms of local municipal requirements and traffic rules and regulations will be penalised. Where written permissions are requested they will in all respects comply with section 317 of the road traffic regulations which is stated hereunder:

“Racing and Sport on Public Roads” Section 317

- ORR26.1 For the purposes of this regulation the expression “race or sport” includes:
 - ORR26.1.1 Any race, speed trial, reliability trial, hill climbing competition or sports meeting;
 - ORR26.1.2 Any other activity whatsoever which may constitute a source of danger to traffic.

OR

Which may hamper, impede or disrupt the normal flow of traffic

- ORR26.2 No person will organize or take part in any race or sport on a public road, unless the prior written consent of the MEC of the province concerned has been obtained or, where the race or sport will take place wholly within the area of jurisdiction of a local authority, the prior written consent of such local authority has been obtained.

- ORR26.3 In granting consent in terms of sub regulation (2), the MEC or the local authority concerned, as the case may be, may

- ORR26.3.1 In addition to any requirement prescribed in these regulations, impose such further conditions as he or she or it may deem expedient;
- ORR26.3.2 Exempt any person concerned with the race or sport for the duration thereof—
- ORR26.3.2.1 from any provision of the Act regarding any speed limit or determine another speed limit for the road concerned; ii) from any other provision of the Act or from any by-law;
- ORR26.3.3 Levy fees for defraying the expenses incurred by the Provincial Administration or local authority concerned in connection with the race or sport.
- ORR26.4 Any consent granted in terms of sub regulation (2) may be withdrawn at any time.
- ORR26.5 WHERE THE ROUTE OF AN EVENT:
- ORR26.5.1 Runs along a Public Road:
- ORR26.5.1.1 A written application for closure must be lodged with the relevant authorities. Such application to disclose the nature and extent of the closure; that unlicensed vehicles will traverse such roads and the times of the closures, APPLICATION MUST BE IN FULL COMPLIANCE OF THE ROAD TRAFFIC ACT AND REGULATIONS.
- ORR26.5.1.2 That road must be closed with the appropriate written permission from the relevant authorities and manned by police officials and race marshals or as directed by the authority granting closure permission.
- ORR26.5.1.3 Stop warning signs advising of the crossing must be posted 50 metres before the crossing and a Stop sign immediately before entering a public road and where there is a possibility of two-way traffic. 100m Stop warning board may be use where competitors are travelling at high speeds and/or adequate warning is necessary.
- ORR26.5.1.4 The Road must be decontrolled and competitors given time allowances that will allow them to complete the section comfortably whilst obeying all normal traffic rules.
- ORR26.5.1.5 Competitors must be stopped by race marshals at the beginning of the decontrol and advised verbally as well as by means of clearly visible signs that they are about to proceed on a public road.
- ORR26.5.1.6 Competitors must be stopped by race marshals at the end of the decontrol and advised verbally as well as by means of clearly visible signs that the decontrol has ended.
- ORR26.5.1.7 Maps and written advice concerning the use of public roads must be posted at least on the official notice board at all times during the event and preferably in any programme or route map of the event. viii) Competitors must be fully briefed on the number, distance and frequency of decontrolled public road sections at rider's briefing.
- ORR26.5.1.8 No organiser or any official may orchestrate events, which traverse public roads without closure, permissions, decontrols, notices, briefings or marshals or compliance with granted permission from the authority.
- ORR26.5.1.9 Notwithstanding anything contained within any other regulation or rule, no racing on public roads is allowed or permitted irrespective of the status of the event. No organising club, promoter, official or competitor may orchestrate, organise or participate in any event where public roads will be travelled upon, traversed or crossed without having sought and obtained the appropriate written permissions as required in the Road Traffic Act 21/1977. Furthermore, if and when competition vehicles are required to travel on, traverse or cross any public road, such public road must be decontrolled and all the relevant provisions of the National Road Traffic Act must be fully complied with. Organisers and promoters must ensure that sufficient officials are in attendance to both monitor and control the conduct of competitors on public roads. The penalty applicable

to any promoter, organiser, club or competitor who fails to comply with either the provisions of the Road Traffic Act insofar as the requisite permissions required are concerned or for a breach of the Road Traffic Act, then there will be a disciplinary hearing held in this regard.

ORR26.6. Crosses but does not run along a Public Road

ORR26.6.1 Appropriate written permissions must be sought and obtained from the relevant authority and organisers must comply with the conditions of permissions granted.

ORR26.6.2 Stop warning signs advising of the crossing must be posted 50 metres before the crossing and a Stop sign immediately before the crossing. 100m Stop warning board may be used where competitors are travelling at high speeds and/or adequate warning is necessary.

ORR26.6.3 Competent marshals must be posted at such road crossings and must be in possession of a writing pad, pen or pencil to record the race numbers of offenders.

ORR26.6.4 All competitors must come to a complete standstill at the sign, the definition being that even if the wheels are no longer turning but the vehicle still sliding this will not constitute stopping.

ORR26.6.5 Competitors must look both to the left and right and only once they are sure that there is no oncoming traffic, may proceed to cross the road.

ORR26.6.6 No organiser or any official may orchestrate events, which cross public roads without such permissions or compliance with granted permission from the authority.

ORR26.7 Any other Road or Railway Crossings

All provisions of ORR341 (b) with the exception of clauses (i) and (vi) will apply.

ORR26.7.1 Notwithstanding anything, to the contrary and notwithstanding any other instruction it is compulsory for competitors to stop at all road crossings. The penalty will be exclusion for failure to comply. No reason for not stopping will be considered valid. The onus is on every competitor to ensure that he/she stops regardless of any instruction given by any traffic officer, marshal, official or spectator.

ORR27 ROUTE DIRECTION & DEVIATION

ORR27.1 No competitor may ride on the route in a direction, which opposes the flow of competitors riding in the direction as stipulated by the organisers and by the route marking.

ORR27.2 No competitor may deviate more than 20m from the marked or defined route.

ORR27.3 Any competitor leaving the route must re-join at the same point where he left it.

ORR27.4 A competitor may only leave the designated route when avoiding an obstruction or when overtaking, this must be done by staying close to the route as indicated in the route schedule.

ORR27.5 Deviation shall be deemed as having taken place when either an advantage in distance or time has been gained by such deviation.

ORR28 ROUTE CONTROLS

ORR28.1 Timing Controls

These will be identified by a start of the control area board and a stop board and competitors will be required to stop. Timing will be done with timing equipment and on official digital clocks, and the competitor's time of arrival will be recorded by the official on a sequence sheet.

A definitive finish line must be indicated. Where there is an overhead banner or arch, it will be deemed to be directly under this. The time will be recorded in hours, minutes and seconds.

ORR28.2 Route Check Controls

There should be at least one route check control for every 50kms of route. The method of operation of these controls will be as follows:

The same procedure as detailed in timing controls above will be followed. The recording of time & sequence will only be used to determine whether the competitor has passed through the controls in the correct sequence. Competitors must obtain their proof of passage through this control from the relevant officials.

ORR28.3 Marshal Points

Competitors sequence will be recorded through these points, but route cards will not be marked. Accordingly, competitors will not be required to stop at these points.

ORR28.4 Passage through and procedure at Controls

Competitors must approach and pass through all controls from and in the direction indicated by the route and route marking. The controlled area at all controls will be determined by single boards. The first board (M or 50m stop) will delimit the start of the control area. The second board will be a stop sign where the competitor will be required to stop and will delimit the end of the control area. No overtaking is permitted within the controlled area. When a competitor is 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 official to complete all formalities with the first competitor. No waiting time will be allowed.

ORR28.5 Sequence through Controls

Competitors are to note that their sequence and time through controls will be recorded by officials on sequence sheets. If the sequence sheets show that a competitor has passed through controls in an unrealistic time, he will be deemed to have deviated from the route and will be excluded by the Clerk of the Course.

ORR29 **SERVICE CREWS / OUTSIDE ASSISTANCE**

ORR29.1 Service crews and/or service vehicles are not permitted on the racing route. They may be present at DSP's but may not render assistance in any form whatsoever, except at these points.

ORR29.2 Service crews may not establish "spares depots", or leave spares, tyres, fuel, lubricants etc. at any point other than the DSP's, whether on the racing route or accessible from the racing route.

ORR29.3 Outside assistance may be given by:

An official (listed in the ORR's and/or Final Instructions as being authorised to assist competitors) of the event. If a competitor is assisted by an official as listed in the ORR's the competitor must remain responsible to adhere to the ORR's and event regulations, breach thereof in spite of actions by officials, unless the competitor can prove that he/she was unable to persuade the official to act within the rules. Assistance by an official is limited to helping around or over obstacles etc., which

assistance must be offered to all competitors. However, this precludes the providing of spares or parts or the towing by an official.

- ORR29.4 Competitors who is still actively racing and eligible to be classified as a finisher or competitor that have retired or crossed the finishing line may not render assistance.
- ORR29.5 Outside assistance from any other source is prohibited.
- ORR29.6 No assistance by service crews will be allowed at re-fuel points which are not DSP's
- ORR29.7 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.
- ORR29.8 The crew, using solely the equipment on board with no external physical assistance, may perform repairs on the competing vehicle at any time, other than where this is specifically prohibited.
- ORR29.9 A competition vehicle causing an obstruction or struck 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.
- ORR29.10 The Clerk of the Course will be empowered to investigate such assistance and take appropriate action where deemed necessary.

ORR30 REFUEL

- ORR30.1 Fuel is deemed to be open.
- ORR30.2 Competitors must switch off their engines whilst refuelling.
- ORR30.3 The organizers must appoint a safety officer who will observe the refuel procedure and who may report any infringements on the fuelling regulations to the Clerk of the Course for disciplinary action.
- ORR30.4 All Service Crews must carry a fire extinguisher suitable for liquid fuels per competitor or team to be serviced with a minimum capacity of 2,5kgs or equivalent fire Stryker, to be located next to the vehicle being refuelled.
- ORR30.5 The use of an environmental mat, that may not allow fuel to seep through, is mandatory and the vehicle must be on the environmental mat when refuelling and servicing is affected and not next to it. At "non accessible" refuel points, the organisers are to supply adequate mats.
- ORR30.6 At refuel points, fuel cans must be set up in an orderly fashion. Refuel points need to be suitably bunted off to ensure the safety of spectators and to control the flow of race traffic through the refuel point. The routing of the competitors must ensure that all competitors pass through the refuel point even if they do not take on fuel. There may be no alternative around a refuel point. Wherever possible refuel points should be DSP's. Adequate signage indicating the start and end of a DSP or pits and refuel point must be clearly marked and visible to competitors.
- ORR30.7 The driver and navigator may remain seated in the vehicle during fuelling process;
The doors and / or roof lid are open throughout the fuelling process
The driver and navigator's safety harnesses are unbuckled throughout the fuelling process
One crew member, equipped with a fire extinguisher, is positioned on the driver's side of the vehicle and another crew member at the navigators side of the vehicle throughout the fuelling process,

These two crew members may not perform any other task until the fuelling process is complete.

ORR30.8 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.

ORR31 USE OF GPS DEVICES

ORR31.1 For safety reasons, competitors are encouraged to make use of GPS devices at events. GPS devices are not compulsory.

ORR31.2 In certain instances and because of the requirements of landowners, routes will not be uploaded. Where this occurs event organisers will explain such in the event SR's. At these events, competitors carrying GPS's will be required to declare this at documentation and must submit their GPS's at the final control to have their track log deleted.

ORR32 COMPETITOR CONDUCT

ORR32.1 MEDICAL BOARDS

All vehicles will have a medical board. The medical board must have a red cross on one side and a green OK sign on the reverse. The size is to be 300mm x 300mm.

ORR32.2 USE OF MEDICAL WARNING BOARD AND ACCIDENT SCENE PROCEDURE

ORR32.2.1 Should any competitor stop due to being involved in an accident whilst on the route being used for an event, the medical warning board must be displayed in such a manner that the Red Cross is clearly visible to oncoming competitors, preferably at eye level. Care must be taken to ensure that the correct side of the board is displayed to oncoming competitors. While the warning board is displayed in such a manner, the first competitor arriving on the scene of the accident must stop and render assistance.

ORR32.2.2 Should a competitor arrive at the scene of an accident where no medical board is displayed, it must be assumed that the injuries are of such a nature that the competitor/s concerned are seriously injured or unable to display the medical warning board. Assistance must immediately be rendered. Should further assistance from other competitors be required, the competitor rendering the initial assistance must display their medical warning board with the Red Cross clearly visible to oncoming competitors. Should no further assistance be required, the green "OK" will be displayed. Following an accident where no injuries are involved and no assistance is required, the green "OK" must be clearly displayed to oncoming competitors.

ORR32.3 PENALTIES

Competitors who fail to stop on arriving at the scene of an accident where no medical warning board is displayed or where a cross is displayed, are guilty of contravening the regulations and may be excluded from the results and/or reported to the Stewards of the Meeting for further disciplinary action. Competitors who are not injured and who, following an accident fail to display the green "OK", will be subject to disciplinary action instituted by the Clerk of the Course through the Stewards of the Meeting, who in turn may recommend to WOMZA that further action be taken against the offenders. Misuse of the medical warning board will be treated as a serious offence and will be dealt with as such.

ORR32.4 COMPENSATION FOR COMPETITORS RENDERING MEDICAL ASSISTANCE

Competitors, who render “bona fide” assistance in complying with the foregoing instructions relating to the use of the medical warning board, will not suffer prejudice as a result of their actions. However, the onus will be on the competitors concerned to prove that bona fide assistance was rendered. Substantiation in this regard would normally be required from the accident victims, fellow competitors and officials. Once proven, the Clerk of the Course will then review the competitor’s performance before and after the accident and may allocate him a corrected time for that section, depending on the circumstances.

Compensation may only be afforded when rendering medical assistance. Competitors may not claim compensation for rendering any other type of assistance. Compensation requests are to be made on the prescribed form within 30 minutes of the competitor finishing. Competitors are encouraged to make use of GPS’s to record exact time and place of assistance recorded as well as to use paper and pencil carried to record signatures of other competitors stopping in compliance with these ORR’s.

NOTE: Competitors failing to comply with the above procedure will not be afforded compensation. Similarly, multiple claims for attention to an accident victim that are obviously in excess of the attention required will similarly be disregarded.

ORR32.5 PROCEDURE AT THE SCENE OF AN ACCIDENT RESULTING IN INJURY

ORR32.5.1 In the event that a competitor happens upon the scene of an accident first, he/she is compelled to stop and render assistance to any injured competitor.

ORR32.5.2 Upon the arrival of a second competitor at an accident scene where injuries have been sustained, the second competitor must stop. The first competitor should then leave unless he opts to stay and allow the second competitor to continue. When the third competitor arrives, he is obliged to stop and the first or second competitor may then leave unless they opt to stay and so the system will continue. Should the nature of the accident necessitate that more than one competitor stop and stay at the scene, the medical evidence obtained from the medics must justify this. Each competitor arriving at an accident scene where serious injuries have been sustained should make a note of his/her time or arrival, as should the departing competitor.

ORR32.5.3 Make a note of the approximate time. GPS’s may be used to record accurate times of arrival and departure once medical assistance arrives.

ORR32.5.4 Where either competitor carries a GPS to establish the co-ordinates of the accident write them down or mark a waypoint, alternatively to make notes of the approximate whereabouts of the accident.

ORR32.5.5 Proceed along the race route to the next marshal point and accurately report the information to that marshal.

ORR32.5.6 At the time of reporting to the marshal any time taken which may need to be compensated, together with the names/race numbers of any other competitors and service crews rendering assistance and remaining with the injured competitor must be related to the marshal for verification purposes.

ORR32.6 ROUTE

The route may traverse cultivated and grazing land (veld), and competitors are to stay on the route and away from vegetation. Competitors not found doing so would be excluded from the event and reported to WOMZA for further disciplinary action.

In many places, the route may be narrow and dust may be a problem. Competitors should therefore, ensure that they afford another competitor who has caught up with him every opportunity to overtake in the interest of fairness and safety.

Competitors to be overtaken must move over to allow other competitors to overtake safely. Competitors where possible, must make way to the left.

Competitors failing to adhere to the above may be reported to the Clerk of the Course who will take the necessary action.

Competitors and crews are to be considerate to the landowners when retrieving stranded vehicles from the route and to ensure that damage to cultivated and grazing lands is avoided when retrieving the vehicle. Failure to comply will result in disciplinary action being taken against the competitor concerned.

ORR32.7 PITS / DESIGNATED SERVICE POINTS (“DSP’s”) AND REFUELS

ORR32.7.1 Competitors are allowed to proceed at idling speed only, maximum 20 km/hour and without recklessness through any pit or DSP.

ORR32.7.2 Competitors will be compelled to stop for servicing at a DSP on the extreme side of the pit lane. Competitors not adhering to this ruling will be penalised accordingly.

ORR32.7.3 Competitors may overtake in pit lane, provided they adhere to point (1) above.

ORR32.8 RESPONSIBILITIES OF COMPETITORS:

ORR32.8.1 Each competitor is responsible for the actions of his family and pit crew. Consumption of alcohol in the pits or in the circuit area is strictly forbidden and any unnecessary trouble caused by these individuals may result in the exclusion of the competitor concerned for the day. Each competitor is responsible for the actions, acts or missions of any and all of his or her supporters, irrespective of the title under which they attend such events. Any undesirable act, which is in the opinion of the Clerk of the Course and/or the Stewards of the meeting of such a nature as to bring the sport into disrepute, will be punishable by the exclusion of the competitor for the day or for a period not exceeding 2 months. This applies to 1st offences only and does not preclude WOMZA from instituting any further action it deems necessary. The competitor’s representative will also be the responsible person to lodge any queries, protests and appeals on behalf of the competitor. Consumption of alcohol by anybody is prohibited in the DSP areas except at designated bar areas. No competitors or pit crew may consume alcohol until 15 minutes after their final scores have been posted on the notice board.

ORR32.8.2 Any person who attends an event and throws any object at a competitor whilst on the race circuit and by so doing, endangering the competitors, will be subject to a life ban from attending or participating in any WOMZA sanctioned events.

ORR32.8.3 Any person who becomes involved in any physical encounter of any description will be banned for a period of 1 year from attending or participating in any WOMZA sanctioned event. This can be extended to a life ban, depending on the circumstances, particularly if a weapon was used in the encounter or unruly behaviour.

ORR32.8.4 Any person being involved in verbal abuse of any kind will lose their points for the day and will not be permitted to continue racing for the rest of the day. In the event that this is not a competitor, he or she may be liable for a 3-month ban from attending any WOMZA sanctioned events.

ORR32.8.5 Any person found consuming alcohol in the pit area or on the circuit will immediately be removed from the premises and will be subject to a 2-month ban from attending any WOMZA sanctioned events.

ORR32.8.6 The responsible person, parent/guardian/team manager (with written consent from the legal guardian of a minor), who enters a minor under the age of 18 years into a race event, will be considered to be the responsible person. This individual will be responsible for the minor’s well-being for the day and the only person who can protest on the minor’s behalf.

ORR32.8.7 In the event that the minor license holder commits any of the above offences they will then be dealt with under the provisions of Responsibilities of competitors.

- ORR32.8.8 No person may fill out an incident, protest form and or appeal form, who have consumed alcohol.
- ORR32.8.9 This provision applies to unchecked children and/or pets who could be the cause of any incident, which may put a competitor, official, or spectator in any sort of danger during the running of the event.
- ORR32.8.10 For the entire duration of an event no competitor or his service crew, family or friends may drive or ride an unlicensed competition vehicle on any public road or in any way that endangers him, she, or any member of the public or in any way transgresses any law applicable.

ORR33 PROTEST PERIOD

The protest period for Off Road Racing shall be 15 minutes after a loop/stage has been completed and or after the final results have been posted on the website of www.africa-offroadracing.co.za

ORR34 INCIDENT REPORT FORMS / RETIRING FROM THE EVENT

All competitors are required to hand in an Incident report form, on which competitors must clearly mark their completion or retirement from the event. These forms must be handed in within half an hour of finishing or retiring from the event. The penalty for not handing in a fully completed Incident report form will be at the discretion of the Clerk of the course, who may impose a time penalty or R 1 000 fine.

Any competitor that is involved in or witnesses an incident that requires attention by the officials, is required to lodge details of the incident in writing to the Clerk of the Course within 30 minutes of completing or retiring from the event. The submission of an incident report is not a substitute for a formal protest where the competitor concerned requires action to be taken, nor does it oblige the officials to take any form of action. Competitors who wish formal action to be taken as a result of an incident are advised to exercise their rights of protest in terms of WOMZA' s competition rules. All incident, appeal, and protest forms will be available from the race secretary, after they have been filled out by the competitor, they must be handed in to either the Steward or the Race Secretary, for processing or a hearing to be held.

- ORR34.1 Any competitor retiring from the event should notify race control as soon as possible. This can be done in several ways:

- ORR34.1.1 Advice the nearest radio marshal or official, ask them to relay this to race control or call the secretary of the event and advise her/him that you retiring.

- ORR34.2 Information to be reported:
Competitor number
Need assistance getting back or can make it back on own
Reason why retiring

- ORR34.3 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.

ORR35 TIMEKEEPING AND RESULTS

Any Timing system may be used, provided a separate concurrently running back up system is in place, to provide results to be on time, should the main system fail. Organisers must provide a suitable area for timekeepers, which will be a restricted area and must provide adequate protection from inclement weather conditions.

ORR35.1 Final results must be posted within 2 hours of time bar or by 19h00. Final results will only become final once they have been signed off by the COC in accordance with the stipulated time as published in the supplementary regulations.

ORR35.2 The COC and/or Jury may have the right to remove any proven DNF's, who have been included in the results, up to 72 hours after the event.

ORR36 TRANSPARENCY

Every competitor on an event has the right, on written request, to see any written or printed matter; records; time cards etc. pertaining to the event up until the protest time has elapsed. If a competitor requires this information in order to formulate a protest or appeal, the time limit for acceptance of protests must be extended until 30 minutes after this information has been provided.

ORR37 ORGANISATIONAL REQUIREMENTS FOR CHAMPIONSHIPS

ORR37.1 Requirements

ORR37.1.1 Full compliance with all ORR's in so far as organisation and running of the race.

ORR37.1.2 Draft regulations to be received by WOMZA at least 4 weeks prior to the event and having been approved must go out at least 3 weeks prior to the event. Online entry compulsory.

ORR37.1.3 Clubs to use prescribed standardised regulations format entry, self-scrutinising, medical, incident report and other forms.

ORR37.1.4 WOMZA marshals, officials, timekeeper/s, COC, Stewards and jury will be appointed.

ORR37.1.5 2 persons and vehicles to be provided to take TV crew to filming points during the race where applicable.

ORR37.1.6 Adequate and clean toilets to be available at documentation start / finish, DSP's and prize giving venue.

ORR37.1.7 Completed incident report forms to be delivered to WOMZA the Monday after the event.

ORR37.1.8 Travel, food and pay prescribed fee to jury president, second member and third member.

ORR37.1.9 Standby generators for timers and prize giving functions in case of blackout where possible.

ORR37.2 Each national event will be pre-run by a suitable person with racing experience. This pre-run must be done latest on the day prior to the time-trial, after all routes, marking has been done.

ORR37.3 In an event where there is more than one loop and these loops are to be run in a sequence, organisers are required to have stickers made for competitors, showing the correct sequence of loops and to indicate this at the riders briefing. The onus is however entirely on the competitor to follow the correct sequence and to get clarity in their minds beforehand.

- ORR37.4 A Programme for the event must be produced and one copy posted on the official notice board. Further copies can be produced and sold at the event.
- ORR37.5 The club secretary must provide the following information for the WOMZA website:
- ORR37.5.1 Supplementary Regulations
- ORR37.5.2 Official Bulletins
- ORR37.5.3 Entry list (regularly updated)
- ORR37.5.4 On-line Entry Page (recommended)
- ORR37.5.5 Accommodation Details
- ORR37.5.6 Results (latest Monday after the event, but preferably on a daily basis)
- ORR37.6 Main start/finish DSP areas at National events must have catering facilities;
- ORR37.7 Timekeepers will produce at least two copies of provisional results and organisers are to post multiple copies in a well-lit area in order to avoid congestion as they are posted. It is a requirement for all relevant officials to be visibly present (clearly identified with signage) at the time of provisional and final result posting to ensure that any queries can speedily and efficiently resolve. A suitable private venue needs to be set aside for the hearing of protests, with secretarial services such as computers, printers and copiers to be provided at this venue.
- ORR37.8 Trophies must be of a high standard befitting the status of a National event. Finishers Badges should be metal or glass of high quality and should preferably state the name of the event and the month and year.
- ORR37.9 A suitable P.A. system must be supplied for both briefings and prize giving. The MC who will be coordinating the prize giving must be instructed to mention all award winners, sponsors and make of cars.
- ORR37.10 A podium must be erected adjacent to the finish line, where the first three category winners must proceed to; as they complete the event where they will receive their laurel wreaths and champagne as with all motorsport tradition.

ORR38 THE JURY / STEWARDS OF THE MEETING

The Jury system will apply to all National and Inter-provincial events, while Regional and club championship may use the option of appointing a club steward, which will act perform the duties of a Jury.

- ORR38.1 Duties of the Jury President/Steward:

The Jury President/Steward must ensure that the decisions of the Jury conform to the rules published in the WOMZA Race Rules. He shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings. Any official communication of the Jury to the Clerk of the Course must be transmitted by the Jury President.

ORR39 PENALTIES

The Clerk of the Course will apply the following penalties, and where such penalties are applied it will not be necessary to hold a hearing with competitors. Penalties incurred will be added at the end of that day's racing results.

- ORR39.1 TIME

- ORR39.1.1 Should a competitor arrive at the start or re-start of any Racing Section after his due start time he will be started at a time determined by the start official so as not to disadvantage any other competitor. He will not receive any time allowance for the time that he is late for his start or the time that he is kept waiting by the start official.
- ORR39.2 FIVE MINUTES
- ORR39.2.1 For jumping the start. (In addition to his actual start time, there will be a time penalty)
- ORR39.2.2 For excessive speed, reckless or dangerous riding in a pit or refuel area. Organisers will post a minimum of one pit marshal at each DSP/refuel, such marshal to be a judge of fact.
- ORR39.2.3 For not reporting to the start official 30 minutes before his allocated start time.
- ORR39.2.4 For 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 minutes at the discretion of the jury as per above.
- ORR39.2.5 For not being personally present at Pre race line up.
- ORR39.2.6 For not being in the line-up at the correct time or wrong position.
- ORR39.3 TEN MINUTES
- ORR39.3.1 Early departure at the control defining the exit of the compulsory stop, will entrain an automatic ten minute penalty. The time difference between the allowed time and the actual time taken will be added to the 10 minute penalty.
- ORR39.3.2 For not stopping.
- ORR39.4 FIFTEEN MINUTES
- ORR39.4.1 For failing to refuel on an environmental mat.
- ORR39.4.2 For being unable to repair a white light when instructed to do so by the light check marshal or any other official.
- ORR39.4.3 For contravening pertained to start time.
- ORR39.4.4 For contravening pertained to medical board and warning triangle.
- ORR39.4.5 For contravening pertained to procedure at timing controls.
- ORR39.4.6 For speeding in speed control sections.
- ORR39.4.7 For deviation from the route, of greater than five kilometres, or where the time advantage gained is sixty seconds or more, a minimum of fifteen minute penalty plus time advantage gained will be applied on recommendation of a jury comprising the Clerk of the Course. The time advantage gained will be calculated using a competitor in the same class closely matched in the speed though the correct route as a reference time.
In the event that the deviation resulted in no time advantage gained, the penalty will be fifteen minutes at the discretion of the jury as per above.

ORR39.5 THIRTY MINUTES

ORR39.5.1 For not first ensuring that it was safe to cross a road crossing before pulling off from a stop control.

ORR39.5.2 For leaving a decontrol ahead of time.

ORR39.5.3 For failure to produce a medical kit when requested.

ORR39.5.4 For interfering with, turning off, or otherwise preventing timing and tracking devices from performing as designed.

ORR39.5.5 Deviating off the marked route by any distance to gain an advantage i.e. deliberately turning inside the markers, avoiding winding marked paths or riding outside of marked obstacles, such as ravines, etc.

ORR39.5.6 For the non attendance of the crew at drivers briefing.

ORR 39.6 SIXTY MINUTES

ORR 39.6.1 For missing a marshal point or route control.

ORR 39.6.2 For failure to have a suitable fire extinguisher in pits or an extinguisher over due date for service/refill.

ORR39.6.3 For failing to stop at a route check control/timing control, or ignoring a control officials instruction

ORR39.6.4 For overtaking in speed control sections.

ORR39.7 EXCLUSION

ORR39.7.1 For failing to stop at any road or railway crossing. For missing, more than one marshal point or route control point.

ORR39.7.2 For being found to have practiced on the route within 60 days prior to the event

ORR39.7.3 For contravening the Service Crew/Outside Assistance rule.

ORR39.7.4 Failure to wear a helmet or protective clothing whilst racing.

ORR39.7.5 For opposing the flow of traffic or failing to re-join the route at the point of leaving

ORR39.7.6 For finishing the event with a different chassis or engine block number to that fitted to the vehicle as when scrutinised.

ORR39.7.7 For contravening the refuelling procedure and regulations.

ORR39.7.8 For failing to have a safety harness properly fastened at all times whilst in a moving vehicle.

ORR39.7.9 For failing to obey the route direction and route deviation.

- ORR39.7.10 For failure to repair a yellow light or green light.
- ORR39.7.10.1 For failure to complete documentation and/or scrutinising by the closing times stipulated in the supplementary regulations.
- ORR39.7.10.2 For racing a vehicle that exceeds the specifications of the class. Suspension can also be applied for this offence.
- ORR39.7.10.3 For failing to carry out the instructions of an official.
- ORR39.7.10.4 For carrying fuel in loose containers in a competition vehicle.
- ORR39.7.10.5 Overtaking within a demarcated area leading up to a control point, unless a competitor is experiencing obvious technical problems, or pulling up alongside a stationary competitor at a control unless instructed to do so by the control official.
- ORR39.7.10.6 Smoking whilst racing.
- ORR39.7.10.7 Driving, or allowing any other person to drive a competitors vehicle, dangerously or without due consideration for others at the venue.
- ORR39.7.10.8 Contravening any traffic rules or regulations.
- ORR39.7.10.9 Failure to declare to the organisers any incidents during an event involving any person or property.
- ORR39.7.10.10 For contravening the Road and Rail way crossing two or more times.
- ORR39.7.10.11 Behaving in a manner prejudicial to motorsport, bearing in mind that competitors are responsible for the actions of their service crew/s.
- ORR39.7.10.12 Deviating from the route by more than twenty metres for any period unless allowed to do so in compliance with ORR
- ORR39.7.10.13 Committing any breach of the General Competition Rules, these Standing Supplementary Regulations, Supplementary Regulations, Official Bulletins or Final Instructions for which no specific penalties have been laid down.
- ORR39.7.10.14 For consumption of alcohol in non-designated "bar" areas by a competitors Service Crew
- ORR39.7.10.15 For failing to display a medical board or failure to stop when a medical board is displayed
- ORR39.7.10.16 Exclusion can only be implemented at the end of the driver's event. Drivers may not be stopped whilst racing.
- ORR39.8 FINES (R1 000.00)
- ORR39.8.1 For failing to hand in an Incident Report Form within one hour of completion of, or retirement from each days racing.
- ORR39.8.2 For failing to report any damage / injury to property or person to the organisers on the completed Incident Report Form.
- ORR39.8.3 For failing to complete the Incident Report Form in full.
- ORR39.8.4 For receiving assistance to recover a vehicle on the route during the running of the event without the written permission of an official.
- ORR39.8.5 For failing to display "OK" board of a stranded vehicle left on the route.

ORR40 ENVIRONMENTAL

In an effort to keep landowners happy and to only leave tyre marks behind the following will be enforced;

- ORR40.1 Environmental mats
- ORR40.2 The use of tear-offs is banned; only systems that remain attached to the goggles will be allowed.
- ORR40.3 Discarding of any sachets or any other litter on the ground is strictly forbidden.
- ORR40.4 Organizers are required to issue refuse bags to competitors.
- ORR40.5 Any act that is prejudicial to the environment by the competitor or his crew will be subject to exclusion by the COC.

ORR41 STANDARD SIGN TO BE USED

- ORR41.1 **Light check:** Round sign 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 1 meter 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.
- ORR41.2 **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 "corrapias"). This board should be placed 200m before the road crossing.
- ORR41.3 **Marshal:** Black on a white background. This sign should be placed on a board with a minimum dimension of 600mm wide x 600mm high (suggested material "corrapias"). This should be placed 50m before a marshal point. A stop board should be placed at the marshal point.
- ORR41.4 **Danger:** Black on white background. This should be placed on a board with a minimum dimension of 600mm wide x 600mm high (suggested material "corrapias"). This board should be displayed 100m before a road crossing, marshal point, refuel or service area and extreme change of terrain.
- ORR41.5 **Extreme change of terrain:** Red on white chevron pointing downward, with a minimum dimension of 300mm wide x 500mm high.
- ORR41.6 **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 of 600mm wide x 600mm high. This board should be placed at road crossings and marshal points.
- ORR41.7 **Speed control:** 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. There will only be one speed limit which is 60 kph. The penalty for exceeding this speed limit is 15 minutes. No overtaking of race vehicles is permitted, the penalty is 60 minutes.
- ORR41.8 **District roads:** Where the route of an event follows a district road for more than one 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 as such time and sequence determined by the control official. No allowance will be made for any waiting time incurred by such a competitor.

- ORR41.9 **Road / Railway crossings:** Where the route crosses a road or railway line, a board with black cross on a white background must be erected 200m before the 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. A stop is defined as a vehicle being stationary.
- ORR41.10 **Yellow / green / white light:** Organisers are required to have a minimum of two check points on the main racing section of an event to check that yellow/white lights on competition vehicles are operational. The first check point must be situated within the first third of the lap and the second check point must be situated within the last third of the lap.
- ORR41.11 **Overtaking:** Overtaking of fellow competitors must always be done to the right of the vehicle being overtaken unless exceptional circumstances do not permit this.
- ORR41.11.1 It is the driver's obligation to move over to the left and allow the faster competitor to pass to the right.
- ORR41.11.2 Details on any competitor, who fail to allow overtaking when signalled to do so, must be reported to the Clerk of the Course on the Incident Report Form.
- ORR41.11.3 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.