



2022 MSA Northern Regions



Off Road Car Racing Regulations

VERSION 2

7 February 2022

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**REGULATIONS AND SPECIFICATIONS FOR THE 2022 MSA NORTHERN
REGIONS OFF ROAD CAR RACING CHAMPIONSHIP REFERRED TO AS
THE INLAND OFF ROAD CHAMPIONSHIP**

REVIEW AND AMENDMENTS

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA

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Headings and sub-headings in this index are for convenience only and shall not be used in interpretation of any of the clauses.

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PART I – APPLICABLE TO ALL EVENTS

ART

1. VALIDITY OF THE REGULATIONS

Applicable for the calendar year 2022.

2. CONTROLLERS OF THE CHAMPIONSHIP AND ELIGIBILITY OF COMPETITORS AND ENTRANTS

The controllers of the Championship shall be the MSA Northern Regions Regional Motorsport Committee.

2.1 The Inland Off Road Championship (hereinafter referred to as the Championship) is open to **all** competitors **from all MSA Regions, domiciled within the area under the jurisdiction of the MSA Northern Regions, Free State and KwaZulu-Natal Regional Committees who comply with this Article. Refer GCR 60. Only competitors that are resident in the Northern Regions will be eligible to obtain Northern Regions Regional Colours.**

- a) No competitor shall be permitted to compete in an event unless he/she has satisfied the relevant officials that the following is in order.

2.2 Licences

All competitors must hold a current MSA Competition Licence valid for the event. Electronic copies of MSA Competition Licences must be submitted together with the Entry Form for the event.

- a) Where the entrant is not a member of the vehicle's crew, an MSA Entrant's Licence must be taken out prior to entry, failing which the entrant's name will not be published on any event documentation.
- b) The minimum age for competitors taking part in The Championship is 14 years old.
- c) Any competitor who will be in control of a vehicle during an event must be in possession of a valid drivers' licence, or a valid learners' licence provided he/she is accompanied at all times by a crew member with a valid drivers' licence. *Refer GCR 172 (ii).*
- d) Where an MSA Competition Licence is issued to a competitor not in possession of a valid drivers' or learners' licence such MSA Competition Licence will be endorsed as **VALID FOR NAVIGATION PURPOSES ONLY**.

2.3 Crew

- a) The person, or persons, nominated on the Entry Form and carried in the vehicle are deemed to be its crew.
- b) Should the SR's for an event permit a change of crew / vehicle, such change may only be permitted prior to the start of the first competitive section for the event. *Refer GCR's 99 (vii) & 238.*
- c) A competitor may only be nominated as the member of one crew during an event.
- d) The nominated crew members should be in the vehicle at all times whilst racing. Should a member of the crew not be present in the vehicle whilst racing the crew will be deemed to have retired from the event. *Refer ART 19.4.*
- e) The crew of a vehicle may include a nominated second driver or second navigator, but not both. For purposes of seeding and start orders the driver who will be completing the Prologue must be nominated as the First Driver on the online entry form.
- f) Where the nominated crew includes either a second driver or second navigator a crew change may only take place at the start of any Racing Section or at the Designated Service Point. The onus is on the crew to advise the Clerk of the Course, in writing, prior to the Competitors' Briefing when the change of driver or navigator will take place.

2.4 Entries

- a) All competitors must have submitted a properly completed online entry form.
- b) An entry will only be accepted if the documentation below is received prior to the close of entries:
 - i) online entry form completed in full.
 - ii) online self-scrutineering form completed in full.
 - iii) electronic copies of the crew's MSA Competition Licences and Provincial Drivers' Licences.
 - iv) Payment of Entry Fee.
- c) Any entrant or competitor who submits an online entry without all the required signatures shall sign the Entry Form, or submit a signed copy of the Entry Form, prior to Competitors' Briefing. *Refer GCR 96.*
- d) For Regional Championship events entries will close no later than two days (2) prior to the event. *Refer GCR 104*

- e) Should a crew be unsure whether they will be able to compete in an event they should nevertheless submit an entry together with a non-refundable administration fee of Two Hundred Rands (R200.00). Should they be able to compete the balance of the entry fee is to be paid by 17:00 on the day preceding the event. Should they be unable to compete they should advise the Race Secretary accordingly, in writing, by no later than 17:00 on the day preceding the event failing which they will be liable for payment of the full entry fee.
- f) *Postponement, Abandonment or Cancellation of Competition*
Refer GCR's 62, 152 (vii), 156 vi), 244 and 273 (ii)
In the event of a postponement, abandonment or cancellation of a scheduled meeting or a competition forming part of a meeting, the Organisers reserve the right to apply the applicable below stated provision/s:
 - i) *Postponement* – Should an event be postponed prior to the start of the event, and it is possible to reschedule the event to another date, entries already received/lodged for the postponed event will be reallocated to the rescheduled event. If for any reason this is not possible, entry fees may be partially or fully refunded.
 - ii) *Abandonment* – Once an event has officially started, refer to GCR 31 and 261, and is abandoned due to Force Majeure or safety concerns, no entry fee refunds will be made.
 - iii) *Cancellation* – If an event is cancelled for any reason prior to its start, entries will be partially or fully refunded – refer GCR 244.

2.5 Safety Apparel and Equipment

Competitors' attention is drawn to GCR 239.

a) Crash Helmets

- i) All crew members are required to wear an approved crash helmet suitable for motor vehicles on all racing and/or competitive sections. Crash helmets shall comply with GCR 239. Crash helmets need not be worn on an open or decontrolled section.
- ii) Motorcycle crash helmets are not permitted.
- iii) Only crash helmets manufactured within five (5) years of the event date will be permitted.
- iv) Crash helmets shall be in good condition and not show any signs of damage, cracking, worn webbing, etc.
- v) Crash helmets are to be presented for inspection on request at pre-, and/or post-event scrutineering.

b) Safety Harnesses

- i) Safety harnesses shall comply with GCR 239 and *Part III - Technical Regulations and Specifications* of these Regulations.
- ii) Safety harnesses are to be worn by all competitors, properly fastened, at all times whilst the vehicle is moving.

c) Protective Clothing

- i) All crew members must wear approved protective clothing from ankles to neck to wrists with a minimum standard of a flame resistant overall during all competitive racing sections. *Refer GCR 239;*
- ii) It is strongly recommended that suitable flame resistant underwear is also worn.

d) Neck Restraints / Neck Braces

- i) It is compulsory for all crew members in Class A, FIA Class and Class T to wear an approved Frontal Head Restraint (neck brace). The approved Frontal Head Restraints include the HANS and Simpson Hybrid as sanctioned by the *FIA Technical List No. 29*.
- ii) It is compulsory for crew members in all other classes to wear a suitable foam neck brace to the satisfaction of the Chief Medical Officer.
- iii) Only in exceptional circumstances, where a medical doctor's report is submitted, will an exemption to this regulation be considered. Such exemption may only be approved by the Clerk of the Course, in consultation with the Chief Medical Officer.

2.6 All vehicles are to carry at least one (1) litre of drinking fluid per crew member at the start of each day's racing.

2.7 All vehicles are to be equipped with a first aid kit which shall contain a minimum of the following:

- 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 (2 X large, 2 X small)

The first aid kit shall be clean, in good condition and not more than two (2) years old.

2.8 GPS & Tracking

The use of a GPS tracking device will be compulsory for all events. No crew may start an event without an operational GPS device fitted to the vehicle.

a) **The GPS must comply** with the following:

- i) Must be Garmin® technology.
 - ii) Must be capable of loading custom maps onto an SD, Micro SD, or Garmin® data card.
 - iii) SD, Micro SD, and Garmin® data cards must be clearly marked with the crew's racing number in black ink on a white sticker.
 - iv) Must be capable of recording track logs with a minimum of ten thousand (10 000) points or more.
 - v) Must be IPX7 rated (can handle wetness but not submersion).
 - vi) Ideally should take an external antenna to be mounted on top of the vehicle with cabling safely routed and protected. Units that do not have an external antenna capability should be mounted as much into the open as possible to obtain the best possible satellite coverage.
 - vii) Power to any GPS unit should be via direct dual fuses (positive and negative lines) from the battery.
- b) In the event of a dispute as to the suitability and/or functionality of a crew's GPS unit the Clerk of the Course, in consultation with the Data Logging Manager, will decide whether the crew's GPS unit is acceptable.
- c) The onus is on the competitor to ensure that their GPS unit has been zeroed before taking part in the Prologue and any Racing Section or Heat.
- d) It is the responsibility of the competitor to present his/her GPS for download by the Data Logging Manager on completion of, or retirement from the event. Failure to comply will result in a fine of One Thousand Rand (R1 000.00). *Refer ART 20.1 (h) (i).*
- e) The Clerk of the Course shall be empowered to compare distances and, if required, will be empowered in consultation with the Data Logging Manager to download information from a crew's GPS Unit. *ART 7.3.*
- f) Should a competitor not be able to present his GPS for download on completion of, or retirement from, a racing section due to the vehicle not yet having been recovered, the onus is on the competitor concerned to arrange with the Data Logging Manager to have the GPS data downloaded before the end of the event.
- g) After finalisation of all formalities at an event the Data Logging Manager may download and examine a crew's data logs to establish whether a misdemeanour of any sort, or any transgression of the rules is apparent by a competitor. Should a transgression have taken place this will be brought to the attention of the Clerk of the Course so that appropriate action may be taken if deemed necessary.
- h) A levy of Five Hundred Rand (R500.00) will be charged for any crew requesting their own post-event GPS download. A competitor may not request the GPS download of another competitor.
- i) Should it be discovered, and proven, that a competitor transgressed the rules the Clerk of the Course may impose a penalty in terms of *GCR 157 & ART 20.*

2.9 Competitors' Briefing

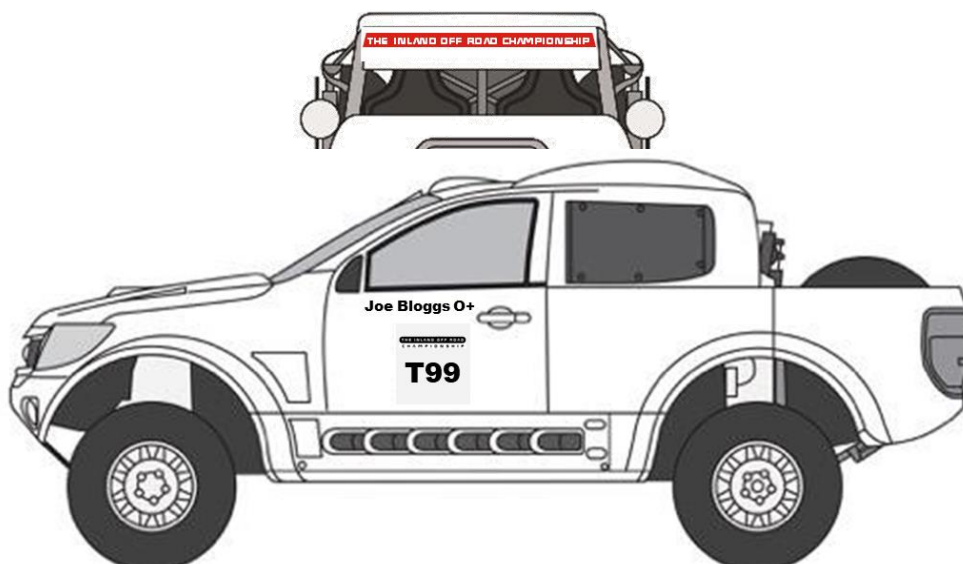
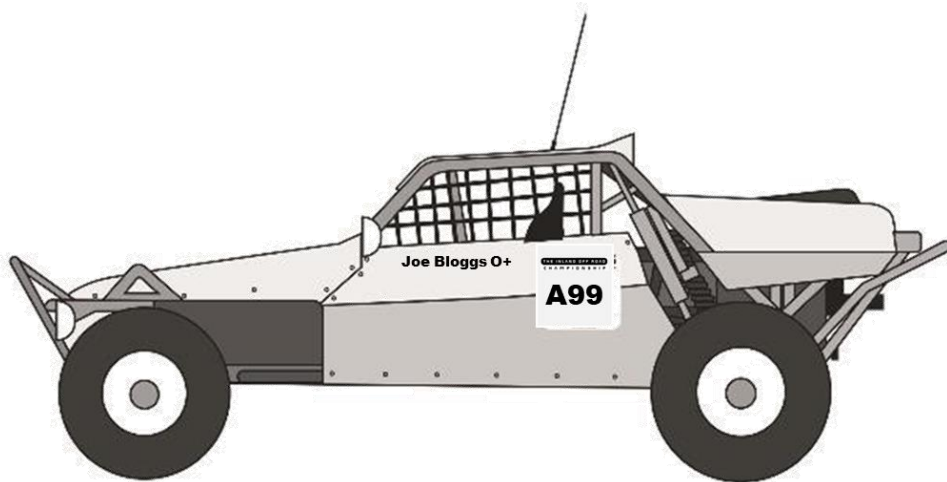
- a) Where a Competitors' Briefing is held, the time and place will be stipulated in the SR's, Final Instructions or by means of a Bulletin published on the Electronic Notice Board. The Organisers may issue binding verbal instructions, and/or changes to the road book at the briefing.
- b) Attendance at Competitors' Briefings is compulsory for all competitors, and they will be required to sign an attendance register. Any competitor who fails to sign the attendance register at the time that is collected will be deemed not to have attended the Competitors' Briefing. *Refer GCR 87 (viii) & ART 20.1 (a) (ii).*

2.10 Monitoring Tools

- a) The Clerk of the Course reserves the right to install and/or require the use of any monitoring tools in a vehicle at his discretion.

3. ELIGIBILITY OF VEHICLES

- 3.1 a) All vehicles must display the advertising decals as supplied by the championship and/or event sponsors. Refer GCR 246 (iii) which makes it a condition of entry to display the sponsor's advertising material. Competitors / vehicles that do not comply with the provisions of this Article will not be permitted to start an event.
- b) Any application for exemption from this regulation must be made, in writing, to the MSA Northern Regions Motorsport Committee who will make a ruling in consultation with the sponsor's representative and the TIORC Committee.
- 3.2 Competitors who fail to comply with the following provisions will not be permitted to start an event.
- a) **Large Number Panel:** as supplied, prominently displayed on each side of the vehicle.
- b) **Windscreen/Visor Decal:** as supplied, displayed at the top of the windscreen, or on top of the visor, of all vehicles.
- i) This decal may be trimmed to fit the profile of the windscreen, or visor, but must occupy 100% of the width of the windscreen, or visor.
- c) **Event Sponsor/s Decal/s:** space must be provided on the side of the vehicle to prominently display the event sponsor/s decal/s.
- d) Championship, and individual event sponsor/s decal/s will be supplied to competitors free of charge.
- 3.3 **Competitors' Name/s:** A competitor's name, and blood group (where known), must appear on the front door of the vehicle underneath the window.





3.4 Competition Numbers

- a) All vehicles must display competition numbers displayed on the number panels as detailed in clause 3.2 (a) above.
 - b) Numbers must be black on a white background and have a minimum dimension of 200mm X 130mm with a 30mm stroke width per digit.
 - c) Competitors in all classes, with the exception of the FIA Class, will be required to obtain an annual competition number by logging on to the competitor portal at www.tiorcsa.info and reserving their preferred number.
 - d) FIA Class competitors must obtain their competition numbers from Charmaine Fortune on SACCS by emailing charmaine@sacrosscountryracing.co.za.
- 3.5 All vehicles must carry two (2) warning triangles and two (2) medical warning boards, one of which must be cloth, or the duration of the event. *Refer ART 20.1 (c) (i).*
- 3.6 All vehicles must conform to the vehicle presented at the initial scrutineering, **which includes submission of the self-scrutineering form**. The same chassis and engine block as numbered must be used from the initial scrutineering check until the finish of the event. *Refer ART 20.1 (g) (iv).*

4. ROUTE MARKING

- 4.1 All route marking must be done with "Day-Glo" markers.
- a) Each marker must present a face of at least 100mm X 100mm to competitors.
- 4.2 a) Route marking must only be placed on the left-hand side of the track. A single red "Day-Glo" **"confirmation"** marker will be placed to confirm the track and direction thereof.
Where the route is not obvious confirmation markers may be placed within suitable distances of one another.
- b) Where a turn is indicated the following will apply:
 - i) Double red "Day-Glo" "turn" markers placed on the turn on the left for a left-hand turn and on the right for a right-hand turn.
 - c) Where routes run closely together in opposite directions a marshal and/or barrier tape is required.
 - i) "Day-Glo" markers facing competitors from the outgoing route shall be sprayed black or positioned in such a way that they are not visible to oncoming competitors.
- 4.3 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.
- 4.4 **Danger Boards/Xmas Trees** should only be used where a dangerous, or extreme change in terrain, takes place without warning.
- i) Danger boards should have a minimum size of 400mm X 600mm high with an exclamation mark and should be erected approximately 100m before the hazard.
 - ii) A "Xmas Tree" made out of barrier tape or "Day-Glo" markers must be erected at the actual danger point.
 - iii) 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 and/or "Day-Glo" markers indicating the direction of the turn.
- 4.5 "No Go" areas will be indicated with green "Day-Glo" markers.
- 4.6 The first 50m from the start and the last 50m to the finish are to be bunted/fenced to keep spectators off the route. Marshals are to be present to ensure good crowd control.

5. ROUTE

- 5.1 The route should be centred around the Designated Service Point (DSP). The route includes competitive racing sections as well as decontrolled sections.
- 5.2 **Contravening the flow of traffic** in the Designated Service Point by a competitor or member of their service crew. *Refer ART 20.1 (a) (i)*
- 5.3 **Minimum and Maximum Distance**
- a) The minimum distance for a regional championship event is **two hundred and fifty kilometres (200kms)** and the maximum distance is **three hundred and fifty kilometres (300kms)** both distances including the Prologue, where applicable.
 - b) The only exception to this will be one marathon event held per season run over two days where the minimum distance will be four hundred kilometres (400kms) and the maximum distance five hundred kilometres (500kms) both distances including the Prologue/s, where applicable.

5.4 **Maximum Speed Limit**

The maximum speed limit for all classes, at all times is one hundred and seventy kilometres per hour (170km/h) with the exception of the Lightweight Vehicle Category where the maximum speed limit is one hundred and forty kilometres per hour (140km/h). The maximum speed limit may not be exceeded. *Refer ART 20.1 (a) (viii)*

6. **ROAD BOOKS**

6.1 The Road Book, in electronic format, will be made available to competitors on the Competitor Portal at www.tiorcsa.info no later than 48 hours prior to the start of the event.

- a) The Road Book will be the definitive document and takes preference over route marking.
- b) Changes to the Road Book will be issued, in writing, by the Clerk of the Course and posted on the Electronic Notice Board.

6.2 The Organisers will make every effort to ensure the consistency of the Road Book.

- a) Emergency contact numbers will be printed on the first page of the Road Book.
- b) All pages of the Road Book will be numbered sequentially.
- c) Every instruction will be numbered sequentially.
- d) An instruction will be created where the route changes from the obvious route.
- e) The Road Book will be divided into three (3) columns.
 - i) *Column One* will be used to display distances:
 - At the top of each row in Column One the Total Distance will be indicated.
 - At the bottom right of each row in Column One the Intermediate Distance will be indicated.
 - ii) *Column Two* will have a picture / illustration of the instruction.
 - iii) *Column Three* will contain any additional notes that the race organisers wish to bring to the competitors' attention.
- f) Each page of the Road Book will have five (5) instructions per page.
- g) The margins of the Road Book will be set.
- h) The legend and text will be clearly legible and will be at least five millimetres (5mm) in height.

6.3 The **total mileage** will be indicated in Arial Bold, at a size of 65 points, at the left top corner of the instruction, for example:

0.00

6.4 The odometer **Intermediate Distance** will be indicated in Arial Bold, at a size of 45 points, at the left bottom corner of the instruction, for example:

0.35

6.5 The line indicating the **required direction** will be a weighted 6pt solid line, for example:



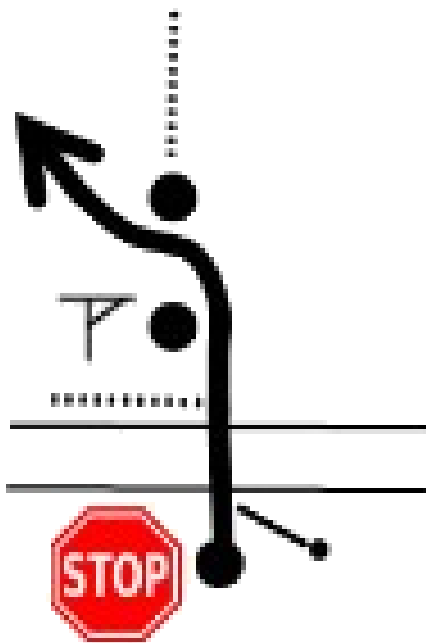
6.6 Any **other tracks** that need to be indicated will be in a thinner line weight, for example:



6.7 All diagrams will contain a short line with a dot at the end (**Distance Indicator Pin**) to indicate the point on the diagram to which the distances apply.

6.8 The Distance Indicator Pin will be placed at the most dominant characteristic of the instruction. (Where possible an identifiable landmark) and the distance between instructions is measured to this landmark. For example, if there is a 90° right turn, it will be on the corner of the turn.

- 6.9 Should there be a second aspect to one instruction, the distance is from the distance indicator pin to that of the second aspect. For example, if there is a 90° right turn and 120m further there is a split left, the 120m will be indicated in the picture column.
- 6.10 Where there are two or more dips or humps in one picture the distances between them must be indicated.
- 6.11 The **Total Distance Indicator** will be measured from Start to Finish.
- 6.12 **Intermediate Distances** will be measured from instruction to instruction. *Please note* it is possible that distances do not add up to the total by 10 metres due to rounding off.
- 6.13 Stay on the main track unless otherwise indicated in the Road Book.
- 6.14 All **"STOPS"** at road/railway crossings and district roads (public roads) as well as **EXTREME** changes to terrain (Danger Marking) will be indicated in the Road Book.
- 6.15 Danger will be indicated with different levels of caution (!, !!, !!!, !!!!).
- 6.16 Instructions will not be duplicated in the comments column, this column is purely for extra information.
- 6.17 **"Off Piste"** (previously referred to as "No Trail") sections where markers must be followed, will be indicated by a dotted line and single caution.
- 6.18 All villages, settlements, farmhouses or homesteads, where competitors may encounter people or spectators will be indicated with a single caution.
- 6.19 The angle in relation to a gate, or opening in a fence, will be indicated, for example:

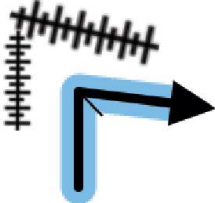
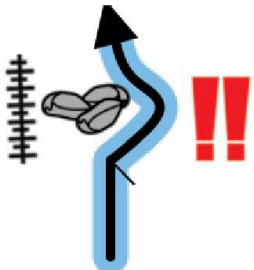
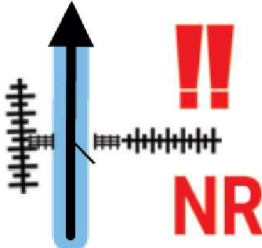
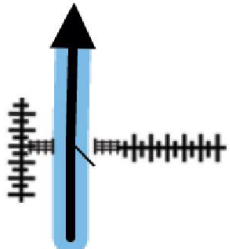

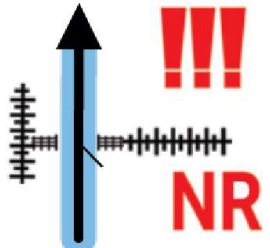


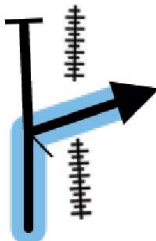
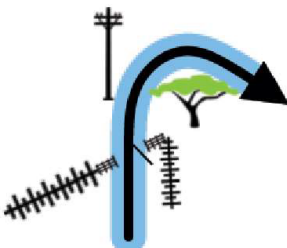

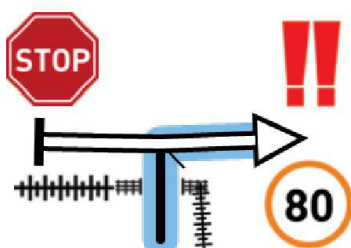



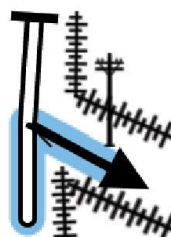


- 6.20 A Cap Heading (bearing) can be included in any road book instruction.

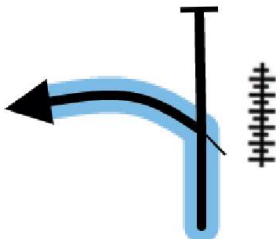
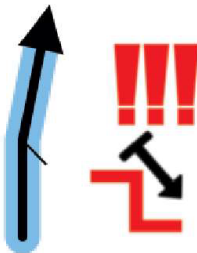
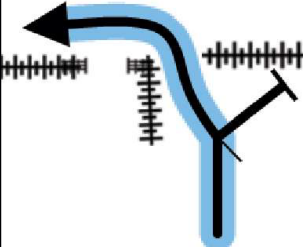
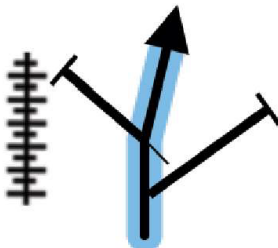

6.21 Road Book Legend

TRACKS		ZONES		SYMBOLS		SYMBOLS		ABBREVIATIONS	
	TARMAC ROAD		START		FENCE		PETROL STATION		LEFT RIGHT
	TRACK		DEPARTURE SELECTIVE SECTION		BARBED WIRE FENCE		MONUMENT		LEFT AND RIGHT
	OFF PISTE OFF TRACK		FINISH		RAILROAD		ANIMALS INDIVIDUAL		RIGHT AND LEFT
	LESS VISIBLE OLD TRACK		ARRIVAL SELECTIVE SECTION		HOLE		ANIMALS		ON THE LEFT ON THE RIGHT
	PISTE TRACK		TIME CONTROL		HOLE COLLAPPS		CAIRN		KEEP TO THE LEFT
	MAIN PISTE MAIN TRACK		CONTROL ZONE END		BUMPY		ROCKS INDIVIDUAL		KEEP TO THE RIGHT
	ROAD		START OF SERVICE AREA		TWISTY		MOUNTAIN INDIVIDUAL		KEEP STRAIGHT
	PARALLEL TRACKS		FINISH OF SERVICE AREA		SUMMIT		TREE INDIVIDUAL		MORE / LESS VISIBLE
	OFF PISTE		PASSAGE CONTROL		RUTS		PALM TREE		MORE VISIBLE
	OFF PISTE FORBIDDEN		START OF NEUTRALISATION		LATERAL INCLINATION		CAMEL GRASS		LESS VISIBLE
	FOLLOW MAIN PISTE		FINISH OF NEUTRALISATION		POST		VEGETATION		NEXT
	FOLLOW ROAD		REFUELING POINT		ELECTRIC POLE		VEGETATION		AT
SAFETY		ON TRACK			ELECTRIC LINE		TALL GRASS		INTO
	DANGER 1		NARROW		HIGH VOLTAGE TOWER		SMALL WADI		BIG
	DANGER 2		BUMP		ANTENNA MAST		LARGE WADI		SMALL
	DANGER 3		DIP HOLE		WELL		SANDY WADI		ALWAYS
	DANGER FOR ALL SYMBOLS		COMPRESSION		WATER TANK		RIVER		STONY/ROCKY TRACK
	START ZONE SPEED LIMIT		DITCH		BARREL		WATER AREA SEA, LAKE		STONE/ROCK ON TRACK
	FINISH ZONE SPEED LIMIT		ABOVE BRIDGE		KILOMETER MARKER		PLAIN		QUIT LEAVE
	SPEED LIMIT		UNDER BRIDGE		TYRE		RESTRICTED AREA		QUIT / LEAVE MAIN TRACK
	FINISH OF SPEED LIMIT		DOWN HILL		SIGN POST INDIVIDUAL		DISTANCE IN METER		MANY
	STOP		TOWARDS		HOUSE		DISTANCE FROM TRACK		IMPERATIVE
	SLOW DOWN		UP HILL		BUILDINGS INDIVIDUAL	DUNES / SAND			COLLAPSED
WAYPOINTS			STEP DOWN		CHURCH MOSQUE		SMALL DUNE		BAD
	WAYPOINT MASKED		STEP UP		RUINS INDIVIDUAL		SMALL DUNES		ROUGH
	WAYPOINT ECLIPSE		LEFT OVER CREST		FORT		BROKEN DUNE		GET AROUND
	WAYPOINT VISIBLE		RIGHT OVER CREST		CEMETERY		SAND SPIT		NARROW
	WAYPOINT NAVIGATION		GATE BARRIER		VILLAGE		BIG BOWL IN DUNES		GRAVEL
	WAYPOINT SAFETY		GATE BARRIER		BIVOUAC		SAND PLAIN		AND
DIRECTION			CATTLE GATE BARRIER		TUNNEL		DUNES		BETWEEN
	BEARING (CAP)		WATER CROSSING		PIPELINE		DUNE		REJOIN
	BEARING AVERAGE		CONCRETE		WALL		DUNES		FOLLOW ALONG
	BEARING CALCULATED		CONCRETE IN WATER		STONE WALL		SAND		VALLEY

6.22 Road Book Examples

PAGE 7	Vryburg 600 Friday	KM TOTAL : 139.21
34,60 0,22 ↓ 31		
34,89 0,29 32		
36,10 1,21 33		
37,03 0,93 ↓ 34		 ROCKS OFF TRACK
37,54 0,51 (S) 35		
PROXIMA NOTA PROCH NOTE NEXT NOTE 0,51		

PAGE 2		Vryburg 600 Friday		KM TOTAL : 139.21	
3,06					
0,51	6				
5,56					
2,50	7				
7,23					
1,67	8				
9,95				 	
2,72	 9				
15,59					
5,64	 10				
PROXIMA NOTA PROCH NOTE NEXT NOTE		2,01			

PAGE 35	Vryburg 600 Friday	KM TOTAL : 139.21
136,14 0,20 ↓ 171		
136,39 0,25 (S) 172		
137,29 0,90 ↓ 173		
137,51 0,22 174		RGH
139,21 1,70 175		FINISH RIGHT INTO OVAL 2ND LOOP LEFT INTO PITS

7. ROUTE DIRECTION AND DEVIATION

- 7.1 No competitor may drive on the route in a direction opposing the flow of competitors driving in the direction stipulated in the Road Book. *Refer ART 20.1 (g) (v).*
- 7.2 A competitor may only leave the designated route when circumnavigating an obstruction, or overtaking, or when rendering assistance in terms of *ART 19.1*. This must be done by staying as close as possible to the route as indicated in the Road Book.
- 7.3 Deviation from the route shall be deemed to have taken place from the point where the competitor leaves the route to the point where the competitor first re-joins or cross the route whether or not an advantage in distance or time has been gained by such deviation. *Refer ART 2.8 (e).*
- a) **Minor Deviation from the route or not failure to follow the Road Book instruction correctly:**
If, and where, a time advantage of less than sixty (60) seconds has been gained as recorded by the logged data, or a distance of one hundred (100) metres or less has been gained as recorded by the logged data a five (5) minute penalty plus time advantage gained will be applied by the Clerk of the Course in consultation with the Data Logging Manager. *Refer ART 20.1 (a) (iii).*
 - b) **Major Deviation from the route or failure to follow the Road Book instruction correctly**
If, and where a time advantage of more than sixty (60) seconds has been gained as recorded by the logged data, or a distance of more than one hundred (100) metres is gained a fifteen (15) minute penalty plus the time advantage gained will be applied by the Clerk of the Course in consultation with the Data Logging Manager. *Refer ART 20.1 (c) (ii).*
 - c) Time advantage gained will be calculated taking the time of a competitor closely matched in speed through the correct route.
- 7.4 In the event of a competitor getting lost on the route the competitor shall correct the deviation by re-joining the route as close to the original point of deviation as is safely possible to avoid being penalised in terms of *ART 7.3* above.
- a) When backtracking to find or re-join the correct route competitors shall drive slowly next to the road or track where possible and must exercise extreme caution so as not to meet competitors from the front who may follow the same incorrect track created by the first offender or meet competitors head-on on the correct route and travelling in the correct direction. Competitors must ensure that the correct direction of flow is followed when re-joining the correct route safely.
Refer GCR 172, GCR 173, ART 20.1 (g) (v) and ART 20.2 (b).
- 7.5 **Corner Cutting**
Corner cutting or shortening the corner to the inside, or extending to the outside, is not permitted. Corner cutting usually takes place in cultivated or ploughed lands and upsets the landowners. A marker may be placed inside the corner in the vicinity of the corner apex, or outside the corner at the corner entrance/exit. Competitors are to drive around the outside of the apex corner marker or inside the entry and exit markers. Should a competitor drive on the wrong side of the corner marker, or flatten or take the marker out, a penalty of five (5) minutes per offence will be applied. More than three corner cutting transgressions per event may lead to the Clerk of the Course increasing the penalty. The competitors logged data may be used as evidence. Penalties may be applied during, or after the event and the onus will be on the competitor to prove his innocence. *Refer Art 20.1 (a) (vii).*

8. CONTROLS

- 8.1 Controls will be identified by control boards and will be operated by the appointed event officials.
- 8.2 **Timed Control**
- a) A Timed Control will operate at the start and finish of every competitive racing section, e.g., the Start and End of the Prologue, Start and End of a competitive Racing Section, Start and End of a de-controlled section, entrance and exit of DSP and End of a Racing Section.
 - b) A Competitor's time of arrival at a Timed Control will be recorded by an official on a sequence sheet in hours, minutes and seconds and will be the official time used for purposes of calculating results.
 - c) Early departure from a Start Control ("jumped start") will carry a ten (10) minute penalty plus the time gained by departing early. *Refer ART 20.1 (b) (i).*
 - d) Missing a control, or failure to stop at a control, or ignoring a control official's instruction will carry a sixty (60) minute penalty. *Refer ART 20.1 (e) (ii).*
- 8.3 **Control Area**
The area between the first set of control boards, as recognisable by the letter M and thereafter by the STOP sign/s signifies the Control Area which is deemed to be a Parc Fermé. In this control area the following is not permitted:

- a) **No servicing or working on a vehicle.** Should a vehicle break down in a control area it may only be pushed out far enough to clear the control area and to allow for the passage of other competitors. Thereafter *ART 13.1* applies.
- b) **No overtaking.** When a competitor is stopped at a control official, and another competitor approaches, the second competitor may not pull up alongside the stationary competitor. The second competitor must wait for the control official to complete all formalities with the first competitor until he is called by the control official. No time allowance will be granted for the time spent waiting in a control area by a competitor. *Refer ART 20.1 (c) (iii).*
- c) A competitor may not enter a control from the **opposite direction to the flow of traffic** as indicated on the Road Book, this includes reversing into a control. *Refer ART 20.1 (g) (v).*

8.4 Standard Signs to be used on all events

- a) **Danger:** Black on a white background.
 - i) This may be placed on a board with a minimum dimension of 600mm wide X 600mm high (recommended material "Coroplast").
 - ii) This board should be display one hundred (100) metres before a road crossing, marshal point, timed control, refuel or service area, and extreme change of terrain.
 - iii) Alternately a caution can be identified by numerous "Day-Glo" stickers forming a "Xmas Tree" to indicate danger.



- b) **STOP Sign:** White on a red background.
 - i) Hexagonal shaped with a minimum dimension of 300mm wide X 300mm high.
 - ii) This sign should be placed on a board with a minimum dimension of 600mm wide X 600mm high.
 - iii) This board must be placed at road crossings, marshal points, light check controls and time controls.



- c) **Marshal**
 - i) Black M on a white background. The sign should be placed on a board with a minimum dimension of 600mm wide X 600mm high (recommended material: "Coroplast").
 - ii) This board should be placed fifty (50) metres before a marshal point. A STOP board must be placed at the marshal point.

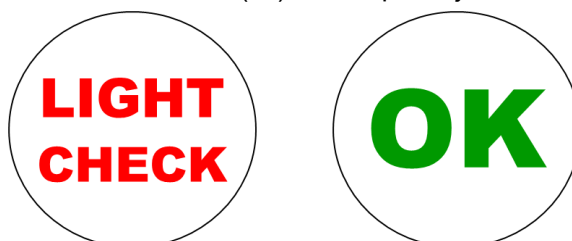


- d) **Crossing:** Black cross on a white background.
 - i) This sign should be placed on a board with a minimum dimension of 600mm wide X 600mm high (recommended material "Coroplast").
 - ii) This should be placed fifty (50) metres before the road/railway crossing.



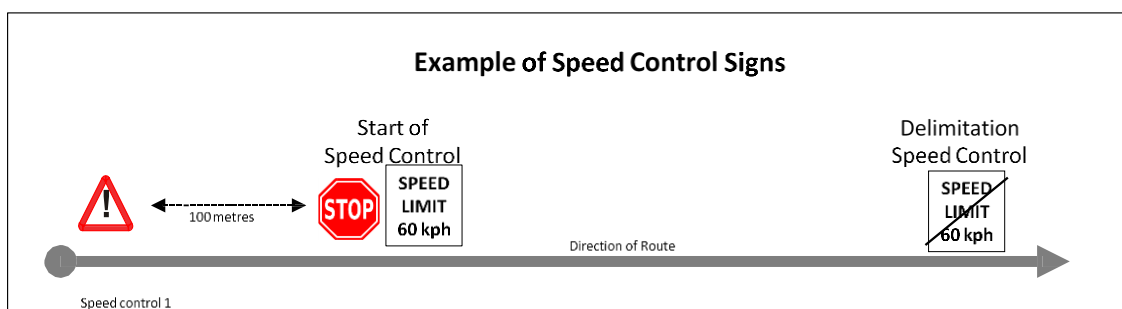
- e) **Light Check Control**
 - i) Round signs on white ABS plastic 300mm in diameter.
 - ii) "Light Check" in red lettering with "OK" in green lettering printed on the reverse side in such a way that when the board is turned over the letters face the right way up.
 - iii) This board will be mounted on a pole of not less than one (1) metre in length so that the marshal can hold it out in front of a competing vehicle.

- iv) If a light check control is situated at a road crossing it shall be situated at fifty (50) metres after the crossing to avoid interference with the road crossing.
- v) Light check controls will be demarcated by a danger sign followed by a Marshal sign (M) at approximately fifty (50) metres and the approximately fifty (50) metres to the STOP and the marshal with the Light Check/OK sign.
- vi) It is not compulsory to indicate the Light Check Control in the Road book, or any other navigational aide supplied by the Organisers to competitors.
- vi) Competitors will be required to stop at the Light Check Control marshal and may only leave when the "OK" sign is shown. Failure to stop at the light check control or ignoring a light check control official's instruction carries a ten (10) minute penalty. *Refer ART 20.1 (b) (ii).*



f) **Speed Controls**

- i) All speed controls within a racing section will be indicated by a "Danger" warning board followed one hundred (100) metres thereafter by a STOP board with the words "**Speed Limit**" indicated below.
- ii) The delimitation of the speed limit will be indicated by a "Speed Limit" sign with a diagonal line through it.
- iii) There may also be a speed limited posted on the GPS route as supplied.
- iv) Where a speed limit is posted it may not be exceeded. Exceeding the speed limit as indicated on the Road Book, or on the GPS track, will incur a five (5) minute penalty. *Refer ART 20.1 (a) (iv).*
- v) No overtaking of race vehicles, except those that are stationary or proceeding very slowly, is permitted. *Refer ART 20.1 (e) (iii).*



g) **Traffic Regulations in non-racing sections**

- i) All national, provincial and/or local traffic signs in non-racing sections will be indicated in the road book and governed by national, provincial, or local traffic regulations, rules and signage. *Refer GCR 69.*
- ii) The penalty for transgressing any traffic regulation (speed, stopping, overtaking, dangerous driving, etc.) is fifteen (15) minutes per infringement. *Refer ART 20.1 (c) (iv).*

9. CLASSIFICATION AND TIME BARS

9.1 Classification

To be classified as a finisher of an event the crew must start, and complete, the full distance of the event as specified in the road book within the time allowed prior to the imposition of any time bar/s.

- a) In the event a crew does not finish the Prologue under its own power or is deemed a non-finisher of the Prologue the crew will be permitted to start the following Racing Section with the applicable penalty applied. *Refer ART 9.2 (e).*

9.2 Prologue Classification

- a) A Prologue Start Order will be published at prior to the Competitors' Briefing / Start of the Event. The Prologue Starting Order will be determined by the Clerk of the Course taking the TIORC Seeding List into consideration with the proviso that the Clerk of the Course may, at his sole discretion, allocate any crew a higher or lower starting position than indicated by the TIORC Seeding List for safety reasons.
- b) A crew's prologue finish time will be recorded by the officials at the end of the Prologue.

- c) A crew's Prologue Elapsed Time will be calculated by deducting the crew's prologue start time from their prologue finish time.
- d) Prologue results will be calculated by adding the crew's prologue elapsed time, together any penalties incurred (where possible), and ranking crew from the crews from the least to the greatest total time. In the event of two crews setting the same time on the Prologue Results the crew with the higher seeding will be allocated the higher starting position.
- e) Any crew that does not finish the Prologue, and any crew that finishes the Prologue with an Elapsed Time equal to or greater than one and a half (1½) times that of the fastest Prologue Elapsed Time in their class, will be classified as a non-finisher of the Prologue. Non-Finishers of the Prologue will be allocated a Prologue Elapsed Time of one and half (1½) times the fastest Prologue Elapsed Time in their class.
- f) Crews that entered the event, but did not start the Prologue, will be allocated a Prologue Elapsed Time of twice (2 times) the fastest Prologue Elapsed Time in their class.
- g) In the event that there are no Prologue finishers in a class the fastest Prologue Elapsed Time referred to in clauses (e) and (f) above will be calculated using the time of the fastest crew in the next most appropriate class at the discretion of the Clerk of the Course.

9.3 Racing Section Classification

- a) Crews will start the Racing Section, or Heat, in the order established by the Prologue Results with the fastest competitor starting first, followed by the second fastest competitor and so on.
- b) The intervals for the Racing Section Start will be determined by the Clerk of the Course at his sole discretion
- c) Crews whose Prologue Results are thirty (30) minutes, or more, slower than the overall leader will be started in a "Mass Start" in the order and at the intervals as determined by the Clerk of the Course in his sole discretion.
- d) A crew's Racing Section Elapsed Time will be calculated by deducting their Racing Section Start Time from their Racing Section Finish Time.
- e) A crew's total time for the Prologue and Racing Section, together with any penalties imposed, will determine their overall time and final position. Crews will be ranked from the crew with the least to the greatest time.
- f) Category and class results will be ranked from the crew with the least to the greatest total time.

9.4 Marathon Event

- a) One marathon event may be staged per season. *Refer ART 5.3 (b).*
- b) The event will consist of two heats run on consecutive days with separate results issued per heat. The Prologue Start Order for Heat 2 will be determined by the final classification of Heat 1.
- c) For trophy purposes only the results of Heat 1 and Heat 2 will be added together to produce overall results ranking crews from the crew with the least total time to the greatest total time.

9.5 Time Back

- a) Time Back will only be considered under exceptional circumstances in the event of a crew losing time due to an unforeseen circumstance where the route is temporarily blocked through human error, e.g., a tractor travelling on the route or deliberate blocking of the route.
- b) Time Back will not apply to instances of *Force Majeure* e.g., flooded rivers, rockfalls, blown over trees, etc. neither will it apply to mechanical failures, nor driving or navigational errors.
- c) The onus is on the competitor to prove the time lost by presenting visual evidence from in-car camera footage. The footage must be taken from inside the vehicle, facing the route, and must include a time and date stamp as well as GPS pin, Road Book distance and instruction number External camera footage will only be considered where the vehicle is clearly identifiable, and where the footage includes a time and date stamp and GPS location.
- d) Time Back will be considered at the sole discretion of the Clerk of the Course. Any request for Time Back must be lodged within thirty (30) minutes of the affected crew completing the competitive section for which they are requesting compensation.

9.6 Classification of Ties

- a) In the event of a dead heat the crew who finished the Prologue in the higher position will be declared the winner.

9.7 Time Bar/s

- a) Time bars set to prevent slower competitors from proceeding on the route will be published in the SR's, Final Instruction or by a Bulletin published by the Clerk of the Course on the Electronic Notice Board.
- b) The Clerk of the Course may extend any Time Bar by means of a Bulletin published on the Electronic Notice Board.
- c) The DSP Time Bar will be applied at the DSP Exit.

9.8 Imposition of Penalties

- a) As far as possible and/or practical penalties incurred during the Prologue will be imposed on the Prologue Results, with the exception of any penalties incurred in terms of ART 2.8. Penalties incurred during a Racing Section or Heat will be imposed on the Racing Section Results. All penalties incurred in terms of ART 2.8 will be applied on the overall results following the download of competitors' GPS data logs.
- b) The results of an event will be published subject to the examination of GPS data logs in terms of ART 2.8 (g) and ART 2.8 (i) and subject to the examination of any incidents or footage arising from the event. The Data Logging Manager will examine data logs within seven (7) days of the event. Should the data logs or any footage or evidence reveal that there was a deviation from the route (*Refer ART 7.3*) or damage to any landowners' property or crops (*refer ART 19.3 (b)*) the Clerk of the Course will be empowered to impose penalties, including time penalties, in accordance with ART 20 and amend the results of the event accordingly. Such amended results will be published on the Electronic Notice Board and shall be subject to protest in accordance with GCR 200.
- c) Any transgression discovered after the results of the event are final, in terms of ART 9.8 (b), may incur a penalty added to the crew's next event.

9.9 **Note:** Every competitor has the right, on written request, to see any written or printed matter, records, reports, GPS Tracks, timecards, or sequence sheets pertaining to their own entry during an event.

10 DECONTROLLED SECTIONS / SECTIONS ON PUBLIC ROADS

10.1 Decontrolled Sections

- a) Where the route of an event follows a district road, and this road has not been closed to normal traffic, competitors will be decontrolled and given an adequate time allowance to allow them to complete the decontrolled section whilst obeying all normal traffic rules.
- b) *Decontrol and Procedure*
The Clerk of the Course, at his discretion, and as dictated by the route and events on the day, may impose a decontrol section during any racing section.
 - i) A decontrol section will start at the point where the crew is issued with a Decontrol Timecard.
 - ii) The onus is on the crew to ensure that all times recorded on the Decontrol Timecard are correct.
 - iii) The onus is on the crew to calculate their own given times on the Decontrol Timecard and to ensure that they arrive timeously at various controls as indicated on the Decontrol Timecard.
 - iv) The Crew must report to all time controls in good time for the official to record their time on the sequence sheet and prepare the crew to start at the correct time as indicated on their Decontrol Timecard. *Refer ART 20.1 (a) (v).*
 - v) In the event that a crew arrive late, or out of sequence, at a start control or restart control, they will be started at the time, and in the order of arrival, at the discretion of the official at the restart control. No allowance will be given for time lost due to late arrival, or arrival out of sequence, at a start control.
- c) The Outside Assistance rule will be applicable to all decontrolled sections. *Refer ART 20.1 (f) (i).*

11 ROAD AND RAILWAY CROSSINGS AND STOPS

- 11.1 Where the route crosses a road or railway line a board with a black cross on a white background must be erected fifty (50) metres before the road, railway line or decontrol stop. The road or railway crossing, or decontrol stop must be indicated in the Road Book.
- 11.2 A STOP sign must be erected at the edge of the road or railway line or decontrol area and must be visible to competitors allowing sufficient time to stop.
- 11.3 It is compulsory to stop where indicated. A stop is defined as the vehicle being stationary. *Refer ART 20.1 (b) (iii)*
- 11.4 Competitors must ascertain whether it is safe to cross the road or railway line before proceeding, *irrespective of whether an official, or member of the public, or any other person waves the crew through the onus is on the competitor to ascertain that it is safe to proceed.*
- 11.5 Competitors are required to stop as indicated on the Road Book or on the GPS Track, whether the Stop Boards are present or not. Competitors who ignore the instruction in the Road Book, or on the GPS Track, will incur the same penalty as if the Stop Boards were in place. *Refer ART 20.1 (b) (iii)*
- 11.6 The penalty for contravening the road or railway crossing, or decontrol stop regulation two (2) or more times during an event will be exclusion. *Refer ART 20.1 (g) (vi)*

12. PRE- AND POST-RACE

12.1 Pre-Race Line-Up

- a) The Pre-Race line-up for any competitive section will commence thirty (30) minutes prior to the start of the section. Crews must personally present their vehicle in the line-up, in good time, and a member of the crew must remain with the vehicle.
- b) Any crew, or vehicle, not in the pre-race line-up in the sequence published on the start order, or not present at their published start time, will be started at the discretion of the Start Officials when it is safe to do so *and when it does not inconvenience or disadvantage another crew*.
- c) Crews who arrive at the start line out of sequence, or late for their start time, will wait on arrival until instructed by the start officials to proceed. *Any such crew's race time will be deemed to be the published start time and no time compensation will be given*.
- d) Where a published start order includes competitors grouped in a "Mass Start" all competitors grouped in the "Mass Start" must be present at the time published for the first vehicle to depart the "Mass Start". The Start Officials reserve the right to amend the start order and times of any crew grouped in a "Mass Start".

12.2 GPS Activation

- a) GPS units MUST be powered up and operational prior to the crew's start time. Failure to power up and activate the GPS unit and reset the Data Logging Equipment will incur a five (5) minute penalty. *Refer ART 20.1 (a) (vi)*

12.3 Post-Race Paddock

- a) The Organisers reserve the right to include a Post-Race Paddock at the finish of a competitive section into which all competition vehicles must be placed.
- b) Release from the Post-Race Paddock will be at the discretion of the Clerk of the Course. *Refer GCR 252 (i) to (vii) as applicable*.
- c) Only officials and competitors may enter the Post-Race Paddock. *Refer ART 20.1 (g) (viii)*

13 OUTSIDE ASSISTANCE / MEDICAL OR FIRE ASSISTANCE / DESIGNATED SERVICE POINT / SERVICE PERSONNEL

13.1 Outside Assistance

- a) The regulations governing Outside Assistance commence at the start of a competitive section once the vehicle has joined the pre-race line-up.
- b) Servicing and assistance is only permitted at the Designated Service Point/s, or at a point specifically permitted in the SR's, Final Instructions, Bulletin or Official Notice published by the Clerk of the Course.
- c) Servicing of vehicles within the limits of a control area is strictly prohibited. The vehicle must first be pushed out of the control area and may then be serviced. *Refer ART 8.3 (a) and ART 20.1 (c) (iii)*
- d) Competitors may repair their competition vehicle whilst on the route with the spares and equipment carried aboard their competition vehicle. Competitors may not receive any manufactured materials, spare parts, tools, or equipment outside of the Designated Service Point/s. The establishment and use of "spares depots" adjacent to the route is strictly prohibited.
- e) The transfer of electronic data relating to the vehicle's operating systems to or from the competition vehicle by any means whatsoever is not permitted.
- f) Competitors may receive assistance in servicing their vehicles from fellow competitors who are competing in the event. Competitors who have completed the event may not provide assistance.
- g) A competition vehicle that is stuck on the route and that is blocking the route may be removed with outside assistance by another competing vehicle may be towed by another competing vehicle on the route for any distance other than to remove the vehicle to a safe position and clear the route.

13.2 Medical / Fire Assistance

- a) Notwithstanding the provisions of *ART 13.1* above in the event of an accident in which a member of a vehicle's crew requires medical assistance, such assistance may be given by a third party including another competing vehicle.
- b) In the event that competitors encounter a fire whilst on the route they are to immediately stop and attempt to extinguish the fire and call the emergency number on the Road Book to advise officials of the fire.
- c) The Clerk of the Course will be empowered to investigate instances where competitors have rendered medical or fire assistance and take appropriate action deemed necessary. Corrected time will only apply when assistance is rendered at a medical incident or fire.

13.3 Service Personnel

- a) Competitors' attention is drawn to *GCR 251* regarding the conduct of their service personnel and supporters.
- b) Service personnel and supporters may not enter, traverse, or proceed onto the route of a competitive section without the express permission of the Clerk of the Course. *Refer ART 20.1 (i) (i)*
- c) A competition vehicle that has broken down may not be recovered from the race route without the express permission of the Clerk of the Course, or until such time as the route has officially been closed by the Clerk of Course. *Refer ART 20.1 (i) (i)*

14. PRE-RACE PRACTISING AND AERIAL OBSERVATION

- 14.1 An entry from a competitor who is found to have practised over, or in the vicinity of the route, at any time during the sixty (60) days preceding the event will not be accepted. This, however, does not apply to legitimate participation in an event which may cross or use sections of the route within sixty (60) days preceding the event *or to competitors involved in organising their club's event in terms of ART 25.1 of these regulations*. All decision in this respect will be referred to the Clerk of the Course. *Refer ART 20.1 (g) (x)*
- 14.2 Aerial observation of race vehicles from aircraft, including drones, and air to ground communication between observers and car competitors are strictly forbidden during races. Aerial photography may be allowed with the written permission from the Clerk of the Course subject to the prevailing laws and Civil Aviation Authority. *Refer ART 20.1 (g) (xi)*

15. YELLOW / WHITE LIGHTS

- 15.1 Organisers are required to have a minimum of one (1) light check point on the Racing Section of an event to ensure that the yellow and white lights on competition vehicles are operational.
- 15.2 Failure to repair a yellow light immediately after being instructed to do so by an official or marshal will incur a penalty of exclusion and the competitor will be prevented from racing any further. *Refer ART 20.1 (g) (xii)*
- 15.3 Failure to repair a white light immediately after being instructed to do so by an official or marshal whilst racing will incur a penalty of fifteen (15) minutes. *Refer ART 20.1 (c) (v)*.

16. START ORDER

16.1 Prologue

- a) The Inland Off Road Championship maintains a seeding system used to determine the Prologue Starting Order for events forming part of the series.
- b) Unseeded drivers will be allocated a starting position determined by the Clerk of the Course based on safety considerations.

16.2 Seeding System

- a) The TIORC Seeding System is based on Prologue Results only.
- b) For each event, the Prologue winner's Prologue Elapsed Time is expressed as a percentage with the ideal (winning time) being 100%.
- c) The Prologue Elapsed Time for all drivers classified as finishers of the Prologue in question are expressed as a percentage of the winning time.
- d) A driver's best four (4) results are used to calculate an average percentage and drivers are then ranked from the driver with the highest percentage to the lowest.
- e) The average for drivers who do not have four (4) or more Prologue results is calculated taking all of their results into account.

17. UNSPORTSMANLIKE CONDUCT

- 17.1 Overtaking of fellow competitors in any motorsport competition is a given. Unsportsmanlike behaviour will not be tolerated and bumping and barging is prohibited.
- 17.2 Intentionally blocking a fellow competitor is prohibited. It is the duty of every competitor to recognise when another competitor has caught up to them and is trying to overtake and to allow them to do so at their earliest convenience and at the first safe opportunity to do so.
- 17.3 Unsportsmanlike conduct in the form of intentionally blocking and preventing overtaking, and/or bumping, and/or ramming a competitor must be reported to the Clerk of the Course on the Incident Report. The reporting competitor must accurately reflect the location and duration of the incident on the Incident Report. Road Book instruction number and/or accurate distance must be supplied. Vague information, or deliberate exaggeration will result in no action being taken. *Refer ART 20.1 (g) (xiii)*.

- 17.4 The Clerk of the Course may call for, and scrutinise, individual competitors' in-car camera footage as well as information from the GPS Tracking System to establish whether a transgression of the rules is apparent. The onus is on the competitor concerned to provide clear evidence that they did not contravene the rule, failing which the Clerk of the Course will apply the specified penalty/penalties. *Refer ART 20.1 (g) (xiii) and ART 20.2 (e)*

18. REFUEL

- 18.1 Refuel points shall be a maximum of 175 kilometres apart.

- 18.2 Refuelling will take place at the Designated Service Point and any additional Refuel Points as may be published in the SR's / Final Instructions / Bulletin / Official Notice by the Clerk of the Course on the Electronic Notice Board.

18.3 Refuelling Procedure

- a) No person may be seated in a competition vehicle during the refuelling process. Both driver and navigator must exit the vehicle before refuelling of the vehicle commences.
- b) The vehicle's engine must be switched off and must remain switched off until the refuelling process has been completed.
- c) Two fire extinguishers shall be placed close at hand on either side of the vehicle during refuelling and are to be manned by the competitors' or service personnel.
- d) Each competitor's refuel area shall be equipped with two (2) handheld DCP (Dry Chemical Powder) fire extinguishers with a minimum capacity of 4.5kg powder each. These extinguishers shall be certified for Class A, B and C fires and conform as a minimum to SABS 1910 for the bottle and SANS 1522 for the powder. Each handheld extinguisher must be equipped with a pressure gauge to check the pressure of the contents. The following information must be visible on each fire extinguisher:
 - i) Capacity
 - ii) Type of extinguishant
 - iii) Weight or volume of the extinguishant
 - iv) Date the extinguisher must be checked which must be no more than one (1) year after either date of filling or the date of the last check or the corresponding expiry date.
- e) The use of environmental mats is compulsory at ALL refuel areas, including the Designated Service Points. *Refer ART 20.1 (d) (ii)*
- f) The Organisers must appoint a Safety Officer who will observe the refuelling procedure and who must report any infringements of the refuelling regulations observed to the Clerk of the Course for further action. The penalty is thirty (30) minutes. *Refer ART 20.1 (d) (iii)*
- g) Empty fuel drums must be removed from the refuel area / DSP by the competitors or their service personnel. *Refer Appendix 3 - Fuel Storage & Safety: Article 1.2 of the MSA Environmental Code.* Failure to comply with this requirement will result in a fine as detailed in ART 20.1 (h) (ii)

19. ACCIDENTS / MEDICAL WARNING BOARDS / INCIDENTS / RETIREMENTS / MISDEMEANOURS

19.1 Accidents

- a) Should a competitor come across an accident / vehicle stopped on, or at the side of the route, where no medical warning board displaying the green "O" or "OK" 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 their medical warning board. Assistance must be rendered immediately.
- b) *Refer to ART 19.2 for the correct procedure and use of the medical warning boards.*
- c) **DO NOT** move an injured person unless he / she is in a dangerous position. Inform the officials using the emergency number, as well as the next marshal, as soon as possible to summon assistance. Please supply the injured person's location (Google Map Pin / GPS Location), Name (where possible) and Competition Number (where applicable).
- d) When an ambulance is encountered on the route it has the right of way at all times.
- e) Competitors who render assistance at an accident may be compensated for the time spent at the scene using the information from their GPS Tracking Device and any other electronic information they are able to furnish. Should such electronic information not be available for whatever reason the time compensation will be calculated by taking the interval to another competitor most closely matched in speed at various controls. For example, if the competitors are running roughly the same speed as another competitor, it can reasonably be assumed that the time gap between them would have remained the same at the next control and the difference between the expected time and actual time be returned to them.
- f) A competitor or crew involved in an accident where medical assistance is required and who is then unable to continue racing may not claim compensation.

19.2 Use of Medical Warning Boards

- a) Should any competitors stop due to mechanical or other failure and not require any assistance the green "O" or "OK" must be clearly displayed to oncoming vehicles until such time as the vehicle has been removed from the route. Competitors are reminded of the importance of displaying the OK board when their vehicle is stopped, and they do not require assistance to ensure that the status of the "stop" is clear to all concerned.
- b) Should any competitors stop due to being involved in an accident whilst on the route being used for an event the two (2) medical warning boards together with a warning triangle must be displayed.
- c) Should medical assistance be required 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 exercised to ensure that the correct side of the board is displayed to oncoming competitors. While the medical warning board is displayed in such a manner the first competitors arriving at the scene of an accident must stop and render assistance. Should this not be possible the competitor must display the distress sign by holding both hands in triangular shape above your head and jump up and down to attract on-coming competitors' attention.
- d) A second Medical "Board" which will be of a cloth type of material with eyelets in each corner must be carried in the vehicle. This should be attached to the top of the stationary vehicle so that it is visible from overhead. This is to assist with possible aerial evacuation or assistance.
- e) Should additional assistance from additional competitors be required the competitors of the vehicle rendering the initial assistance must display their warning board with the red cross clearly visible to oncoming competitors.
- f) Should no further assistance be required the green "O" or "OK" should be displayed. 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 such time as the vehicle has been removed from the route.
- g) Misuse of the medical warning board will be treated as a serious offence and dealt with accordingly.

19.3 Incidents

- a) Competitors will be receive a link to an Online Incident Report at the start of an event. Any competitor who fails to submit an Incident Report within one (1) hour of finishing, or within one (1) hour of retiring from the event will be penalised in accordance with ART 20.1 (h) (iv).
- b) Any incidents involving any person or property must be reported on the Incident Report. In particular, competitors must notify the organisers of any damage / broken fences or gates / crops so that the necessary repairs may be carried out timeously. Should a competitor fail to report any incident of this nature and such incident come to the attention of the Organisers a fine of Two Thousand Rand (R2 000.00) will be imposed by the Clerk of the Course. *Refer ART 20.1 (i) (ii)*

19.4 Retirements

- a) Any competitor retiring from the event should notify Race Control of this as soon as possible by:
 - i) Contacting the Secretary of the Meeting by telephone, WhatsApp, or SMS
 - ii) Completing the Online Incident Report noting that they have retired.
 - iii) Advising the nearest Marshal / Radio Marshal / Official and requesting they relay this to Race Control.
- b) The information to be reported is as follows:
 - i) Competition Number
 - ii) Reason for retirement
 - iii) Require assistance to return to DSP or not?
- c) Should the competitor be unable to return to DSP before the end of the racing section the onus is on the competitor to request a team member to report this to the race officials.
- d) In the case of competition vehicles with two crew members. Should one member of the competition vehicle's crew not be in the vehicle whilst racing the crew will be deemed to have retired from the event. *Refer Art 2.3 (d)*

19.5 Misdemeanours

- a) Penalties for misdemeanours or transgressions of the rules discovered during or after an event entailing damage to property, but not limited to, may be applied after the event. *Refer ART 20.1 (c) (vii) and ART 20.1 (d) (iv).*

20. PENALTIES

20.1 The following penalties will be imposed by the Clerk of the Course and where such penalties are applied it shall not be necessary to hold a hearing with competitors in terms of GCR 175.

a) **Five (5) Minutes**

- i) Contravening the traffic flow direction in the Designated Service Point. *ART 5.2 (c)*
- ii) Non-attendance at the Competitors' Briefing. The penalty will be applied per competitor that fails to attend the Competitors' Briefing. *ART 2.9 (b)*
- iii) Minor deviation from the route. Time advantage gained to be added to the penalty. *ART 7.3 (a)*
- iv) Contravening *ART 8.4 (f) (iv)* exceeding the demarcated speed limit. Five (5) minute penalty for exceeding the speed limit. No exceptions above that. The Clerk of the Course may impose stricter penalties in the case of repeat offences.
- v) Failure to report timeously at a decontrol official which may include DSP controls. *ART 10.1 (b) (iv)*
- vi) Failure to activate and reset the GPS unit. *ART 12.2 (a)*
- vii) Cutting corners marked with corner markers indicating the inside and/or outside of the corner. Penalty for flattening the marker, taking the marker out, passing on the inside/outside of the marker. Five (5) minute penalty for each marker. The Clerk of the Course may increase the penalty for more than three incidences. *ART 7.5*
- viii) The penalty for exceeding the averaged speed limit is five (5) minutes for every transgression. The Clerk of the Course may impose stricter penalties in the case of repeat offences. *ART 5.4*

b) **Ten (10) Minutes**

- i) Early departure from any start control during the event. *ART 8.1 (c)*
- ii) Failure to stop at a Light Check Control or ignoring a light check control official's instruction. *ART 8.4 (e) (vi)*
- iii) Not stopping as per *ART 11.5*

c) **Fifteen (15) Minutes**

- i) Contravention of *ART 3.5* pertaining to Medical Board and Warning Triangle.
- ii) Major deviation from the route. Time advantage will be added to the penalty. *ART 7.3 (b)*
- iii) Contravention of *ART 8.2 (b)* pertaining to the procedure at Timing Controls.
- iv) Contravention national and / or local traffic regulations. *ART 8.4 (g) (ii)*
- v) For being unable to repair a white light when instructed to do so by a Light Check Marshal or any other official. *ART 15.3*
- vi) Failure to allow overtaking and/or intentionally blocking those trying to overtake. *ART 17.2 & 17.3*
- vii) First offence for a misdemeanour or transgression. *ART 19.5 (a)*

d) **Thirty (30) Minutes**

- i) For interfering with, turning off or otherwise preventing timing and tracking devices from performing as designed.
- ii) Failure to use an environmental mat in the DSP area. *ART 18.3 (e)*
- iii) Contravention of the refuelling procedures and regulations. *ART 18.3 (f)*
- iv) Second offence for misdemeanour or transgression. *ART 19.5 (a)*

e) **Sixty (60) Minutes**

- i) Failure to complete the documentation and/or scrutineering formalities by the closing times stipulated in the SR's / Final Instructions / Bulletin.
- ii) Missing a control or failing to stop at a control or ignoring a control official's instruction. *ART 8.2 (d)*
- iii) For overtaking in a speed control section. *ART 8.4 (f) (v)*

f) **Five (5) Hours**

- i) For receiving outside assistance other than from a competitor still competing. *ART 13.1 (f) & 10.1 (c)*

g) **Exclusion**

- i) Failure to carry out the instruction of an official.
- ii) Failure to wear a crash helmet while racing and non-compliance with the crash helmet requirements and for failure to have the safety harness properly fastened at all times whilst in a moving vehicle. *ART 2.5 (a) & 2.5 (b)*
- iii) Failure to have the GPS tracking device fitted as stipulated and operational. *Art 2.8*
- iv) Finishing an event with a different chassis or engine block number to that fitted to the vehicle when scrutineering and/or recorded on the self-scrutineering form. *ART 3.6*
- v) Failure to obey the Route Direction and Route Deviation regulations. *ART 7.1 & ART 8.3 (c)*
- vi) Contravention of the Road and Rail Crossing and Decontrol regulation two or more times. *ART 11.6*
- vii) Failure to place a vehicle in a Post-Race Paddock on completion of the event. *ART 12.3 (a)*

- viii) Entry into the Post-Race Paddock by a competitor or his service personnel without the Clerk of the Course's permission except when placing the vehicle in moving the vehicle out of the Post-Race paddock. *ART 12.3 (c)*
 - ix) For being towed or pushed other than to clear the vehicle causing an obstruction. *ART 13.1 (g)*
 - x) For having been found to have practiced on, or in the vicinity of the route within sixty (60) days preceding the event. *ART 14.1*
 - xi) For aerial observation of race vehicles from aircraft, including drones, and / or air to ground communication between observers and competitors whilst racing. *ART 14.2*
 - xii) For failure to repair a yellow rear dust light. *ART 15.2*
 - xiii) For bumping or ramming a competitor. *ART 17.3*
 - xiv) For carrying fuel in loose containers in a competition vehicle. *Refer PART III - Technical Regulations and Specifications*
 - xv) For failing to comply with the provisions of *ART 19.1 & 19.2*
 - h) **One Thousand Rand (R1 000.00) Fine**
 - i) Failure to present the GPS Unit for download at the end of a Racing Section or heat. *ART 2.8 (d)*
 - ii) Failure to remove empty fuel containers. *ART 18.3 (g)*
 - iii) Failure to display the "O"/"OK" board when stopped due to mechanical or other failure. *ART 19.2 (a)*
 - iv) Failure to submit an Incident Report within one (1) hour of completion of, or retirement from a Racing Section or Heat. *ART 19.3 (a)*
 - v) For failing to complete the Incident Report in full. *ART 19.3 (b)*
 - i) **Two Thousand Rand (R2 000.00) Fine**
 - i) For receiving assistance in recovering a vehicle from the route during the running of the event without the express permission of the Clerk of the Course. *ART 13.3 (c)*
 - ii) Failure to report any damage to property or injury to persons to the Organisers on the completed Incident Report. *ART 19.3 (b)*
- 20.2 Penalties that may be imposed by the Clerk of the Course in respect of a contravention of any of the items listed below, subject to a hearing being held in terms of *GCR 175*.
- a) For smoking whilst racing.
 - b) For driving dangerously or without due consideration for other road users.
 - c) For allowing a person not in possession of a valid driver's licence / valid competition licence to be in control of a vehicle during a competition.
 - d) For carrying any unregistered passengers other than stranded competitors or officials.
 - e) For failing to afford the opportunity to overtake or deliberately preventing overtaking.
 - f) For contravening any traffic rules or regulations.
- 20.3 Penalties that may be imposed by the Clerk of the Course in terms of *GCR 157*.
- a) For behaving in a manner prejudicial to motorsport, bearing in mind that competitors are responsible for the actions of their service personnel and supporters.
 - b) Committing any breach of the GCR's, SSR's, these Regulations, the SR's, or Final Instructions for which no specific penalty is been stipulated.

PART II – CHAMPIONSHIP SCORING

ART

21. ELIGIBILITY OF COMPETITORS

- 21.1 Refer to Article 2 of these regulations.
- 21.3 In order to qualify for Championship awards a competitor must start at least fifty (50) per cent plus one (1) of the events held during the season.

22. CATEGORIES AND CLASSES

- 22.1 To declare the following 2022 MSA Northern Regions Off Road Car Racing Category Champions:
Special Vehicle Category Champion Driver and Navigator
Production Vehicle Category Champion Driver and Navigator
Lightweight Vehicle Category Champion Driver and Navigator
- 22.2 To declare the following 2022 MSA Northern Regions Off Road Car Racing Class Winners
Special Vehicle Category Class Champion Driver and Navigator – Winners of Classes A, P & B
Production Vehicle Category Class Champion Driver and Navigator – Winners of Classes FIA, T, S, D, E & F
Lightweight Vehicle Category Class Champion Driver & Navigator – Winners of Class G

23. 2022 CHAMPIONSHIP SERIES

- 23.1 The 2022 Championship events are listed in the MSA Calendar.
- 23.2 Should fewer than five (5) events be run or scored the MSA Northern Regions Motorsport Committee reserves the right to withhold the declaration of champions.

24. POINTS SCORING

- 24.1 Points will be awarded to eligible competitors based on Class finishing position as follows.

<i>Position</i>	<i>Points</i>
1 st	20
2 nd	16
3 rd	13
4 th	12
5 th	11
6 th	10
7 th	9
8 th	8
9 th	7
10 th	6
11 th	5
12 th	4
13 th	3
14 th	2
15 th	1

- 24.2 Starting points will be awarded in each Class as follows based on the number of starters in that class, i.e.

<i>No of Starters</i>	<i>Starting Points</i>
1 Starter	1 Point
2 Starters	2 Points
3 Starters	3 Points
4 Starters	4 Points
5 Starters	5 Points
6 Starters	6 Points
7 Starters	7 Points
and so on	

- 24.3 No points will be awarded to a competitor who is excluded from an event.
- 24.4 A competitor's class points, together with his starting points, will be used to determine the Category winners. There will be no points awarded for category finishing positions.
- 24.5 A competitor's position within his class, together with his starting points, will be used to determine the class winners.

25. COMPETITORS INVOLVED IN ORGANISING THEIR CLUB'S EVENT

- 25.1 Should a competitor be involved in the development, laying out or working of a route for a Regional Championship event the competitor may enter the event provided he was not involved in physically marking more than one third of the route.

26. MINIMUM NUMBER OF STARTERS

- 26.1 A minimum of six (6) competitors must start an event in the relevant class for that event towards the Championship or an average of six (6) competitors for the season.

27. EVENTS TO COUNT

All events run will count towards the championship.

28. AWARDS

- 28.1 Year-End awards will be allocated to the competitors that finish First, Second and Third in the Overall Special Vehicle and Overall Production Categories provided that there are an average of 6 starters for each category for the season.
- 28.2 Year-end awards will also be allocated to competitors that finish First, Second and Third in all the Regional Classes i.e. Classes A, P, B, FIA, T, S, D, E, F & G provided that there is an average of 6 competitors starting each race for the season. The only exception to this requirement will be the Class B and Class G Navigators Championships to take Single-Seater vehicles into account. The Class B and Class G Navigators Championships will only be awarded where the Class B Champion is a twin-seater and meets the minimum requirements. The same applies to the Second and Third placings for Navigators in Class B and Class G.
- 28.3 Should the minimum requirements for the declaration of Champions not be met Class Winners only will be declared.

29. SEPARATION OF TIES

- 29.1 In the event that two or more competitors are tied on points at the end of a season the competitor with the greatest number of first places will be declared the winner. Should this not resolve the tie, the competitor with the greatest number of second places will be declared the winner, failing which third positions and so on. Should this still prove ineffective the MSA Northern Regions Motorsport Committee will declare the winner on such basis as it deems fit.

PART III – TECHNICAL REGULATIONS AND SPECIFICATIONS

Part 2 : Classification and Vehicle Specifications of the 2022 Cross Country Car Racing Regulations will apply to the 2022 MSA Northern Regions Off Road Car Racing Championship.

The article numbers referred to in this PART III are the numbers as published in Part 2 : Classification and Vehicle Specifications of the 2022 Cross Country Car Racing Regulations

1. GENERAL REQUIREMENTS

- 1.1 Part 2 contains all the Technical Requirements for *Off Road Racing Cars* in the Special Vehicle, Production Vehicle and *Lightweight Vehicle* Categories.
- 1.8 A vehicle of a lower class may be permitted to enter and compete in a higher class provided it complies with the lower class rules. Permission must be requested from *the MSA Northern Regions Off Road Car Racing Representative* prior to the event.
- 1.10 A Category Special Vehicle is defined as a space frame tubular chassis vehicle with 4x2 transmission. A *Category Lightweight Vehicle* is defined as a Side x Side Vehicle with 4x2 CVT or 4x4 CVT transmission.
- 1.11 **Deviations:**
Should a specific car not be able to comply with a regulation as published for a technical reason, the entrant may apply for a deviation to the rule, based on sound technical grounds. The application will be considered by the Technical Consultants (TC) in consultation with the *MSA Northern Regions Off Road Car Racing Sub-Committee*, and if approved will be published as a deviation for all cars of the make/model. The TC's decision will be final.
- 1.12 **Dispensations:**
Should a specific car not be able to comply with the regulations as published for a temporary technical reason, such as parts unavailability, temporary crash repairs, etc, the entrant may apply for a dispensation, based on sound technical grounds. The application will be considered by the TC's in consultation with the *MSA Northern Regions Off Road Car Racing Sub-Committee*, and if approved, will be published as a dispensation for a specific car for one or more events, but dispensations are limited to one year maximum. The TC's decision will be final.

2. DEFINITIONS

2.9 Technical Passport

A document issued by SACCS, *or the MSA Northern Regions Off Road Car Racing Sub-Committee*, which must accompany each competing vehicle to each event it competes in. This document identifies the vehicle and contains all the technical details including deviations and upgrades for the specific car. The onus is on the competitor to update the technical details in the document. The document may be updated on-line or at scrutineering and stamped by the Technical Delegate. Failure to produce this document on request may result in a fine of R 500.00. The reference to the date of the passport must be understood as the date on which the SACCS, *or the MSA Northern Regions Off Road Car Racing Sub-Committee*, technical passport was first issued. The Technical Passport contains the history of the vehicle and remains with the vehicle when sold.

3. PERFORMANCE CONTROLS

3.2 Power Output Restrictions

3.2.6 Restrictors

The fitment of restrictors will not be mandatory for the 2022 season but will be mandatory from the start of the 2023 MSA Northern Regions Off Road Car Racing Championship Series.

4. EXHAUST SYSTEMS

Refer to MSA Northern Regions Off Road Car Racing Regulations ART 20.3 and GCR 157.

8. BATTERIES, LIGHTING, ELECTRICAL

8.4 *Refer to ART 15.3 of the MSA Northern Regions Off Road Car Racing Regulations.*

8.5 *Refer to ART 15.2 of the MSA Northern Regions Off Road Car Racing Regulations.*

VEHICLE CLASSES

12. SPECIAL VEHICLE AND LIGHTWEIGHT VEHICLE CATEGORIES AND CLASSES

NOTES

2. Crews in classes A and P must consist of two persons. Crews in class B may consist of one or two persons.

12.1 GENERAL REGULATIONS – ALL SPECIAL VEHICLE CLASSES

- 12.1.11 Only GPS equipment complying with ART 2.8 of these regulations will be permitted for route finding.
- 12.1.12 The vehicle shall be constructed to accommodate a crew of two, or in the case of Class B the vehicle may be constructed to accommodate a crew of one or two.
- 12.1.16 Refer ART 5.4

12.3 CLASS A (SPECIAL VEHICLES - TWO WHEEL DRIVE)

Refer Article 12.3, Part 2 : Classification & Vehicle Specifications, 2022 Cross Country Car Racing Regulations

12.4 CLASS B (SPECIAL VEHICLES - TWO WHEEL DRIVE)

Refer Article 12.4, Part 2 : Classification & Vehicle Specifications, 2022 Cross Country Car Racing Regulations

12.5 CLASS P (SPECIAL VEHICLES - TWO WHEEL DRIVE)

Refer Article 12.5, Part 2 : Classification & Vehicle Specifications, 2022 Cross Country Car Racing Regulations

12.6 CLASS G (SXS)

Refer Article 12.6, Part 2 : Classification & Vehicle Specifications, 2022 Cross Country Car Racing Regulations

- 12.6.1.1 Class G (SxS) will fall into the Category Lightweight Vehicles.
- 12.6.1.2 The SxS class will use “G” numbers, these are to be obtained via the online application form hosted on www.tiorcsa.info.
- 12.6.1.7 **Maximum speed**
The maximum speed shall be limited to 140 km/h. The onus is on the competitors to set their ECU speed limits to the maximum allowed, with a safe margin. *Refer ART 5.4*
- 12.6.1.9 **Number Board**
All vehicles must bear the MSA allocated competition numbers on the number panels as detailed in ART 3.4. A durable competition number panel 250(h) x 350(w) mm must be permanently fitted high on both rear sides of the vehicle where it is clearly visible to marshals and spectators. The panel must be protected against branches sweeping the side of the vehicle. The onus is on the competitor to ensure that the competition numbers are always visible and legible.
- 12.6.2.11 **Auxiliaries**
 - All vehicles shall be fitted with a Garmin GPS complying with the ART 2.8 in its entirety.
 - All vehicles shall display competition numbers complying with the ART 3.4 and art 12.6.1.9
 - All vehicles shall carry emergency equipment as per ART 2.6, 2.7 and 3.5 to the satisfaction of the Medical Officer.

13. PRODUCTION VEHICLE CATEGORY AND CLASSES.

13.1 GENERAL REGULATIONS – ALL CLASSES

13.1.17 Only GPS as specified in ART 2.8 will be allowed for route finding.

13.1.26 Speed limits: A general speed limit will be applicable to all classes in all events including class FIA. The maximum speed for classes FIA T, S, D and E will be 170km/h. These speed limits may not be exceeded. Exceeding the speed limit will be penalised. Refer to ART 5.4

13.2 CLASS - FIA T1 VEHICLES

Refer Article 13.2, Part 2 : Classification & Vehicle Specifications, 2022 Cross Country Car Racing Regulations

13.3 CLASS T - PRODUCTION VEHICLES, 5 LITRES

Refer Article 13.3, Part 2 : Classification & Vehicle Specifications, 2022 Cross Country Car Racing Regulations

13.4 CLASS S - PRODUCTION VEHICLES, 4 LITRES

Refer Article 13.4, Part 2 : Classification & Vehicle Specifications, 2022 Cross Country Car Racing Regulations

13.4.1.1 Competitors with older vehicles not conforming completely to Class S rules, may apply to the Commission to enter. Entry will be allowed subject to performance limitation or enhancing controls, such as weight, restrictor, and engine, body, suspension and chassis deviations. Acceptance must be confirmed in writing and signed by both the *MSA Northern Regions Off Road Car Racing Sub-Committee Chairman* and the Technical Delegate.

Refer Art 1.4, 1.5, and 1.6.

13.5 CLASS D - PRODUCTION BASED VEHICLES WITH CHASSIS, 4 LITRES

Refer Article 13.5, Part 2 : Classification & Vehicle Specifications, 2022 Cross Country Car Racing Regulations

NOTE: Competitors contemplating the purchase or construction of a new vehicle for class D must ensure that the specifications and design is acceptable to the *MSA Northern Regions Off Road Car Racing Sub-Committee* and acceptance has been confirmed in writing and signed by both the *MSA Northern Regions Off Road Car Racing Sub-Committee Chairman* and the Technical Delegate. Refer Art 1.4, 1.5, and 1.6.

13.6 CLASS E - PRODUCTION BASED VEHICLES WITH CHASSIS, 3.0 LITRE

Refer Article 13.6, Part 2 : Classification & Vehicle Specifications, 2022 Cross Country Car Racing Regulations

NOTE: Competitors contemplating the purchase or construction of a new vehicle for class E must ensure that the specifications and design is acceptable to the *MSA Northern Regions Off Road Car Racing Sub-Committee* and acceptance has been confirmed in writing and signed by both the *MSA Northern Regions Off Road Car Racing Sub-Committee Chairman* and the Technical Delegate. Refer Art 1.4, 1.5, 1.5, 1.7.

13.7 CLASS F - PRODUCTION BASED HYBRID VEHICLES

NOTE: Vehicles entered in this class will be required to comply with *Articles 1 - 11 and Article 13.1 of Part 2 : Classification and Vehicle Specifications of the 2022 Cross Country Car Racing Regulations*

13.7.1 This is for older production vehicles which does not conform to Classes D or E. Maximum engine capacity will be as per Class D (4 litre petrol and 3.2 litre diesel) but engine and or gearbox may be from a different manufacturer as the body/chassis, provided it comes from a production vehicle. Front suspension rules will be as per Class D & E with the exception of rear suspension where only leaf springs as per Class E will be allowed and no conversion to 'live axle' with coil overs will be permitted.

13.7.2 Any vehicle not complying to the above rules as far as engine capacity, gearbox, suspension goes, may be accommodated in this Class subject to written request (and possible inspection of the vehicle) sent to the *MSA Northern Regions Off Road Car Racing Sub-Committee Chairman*, where after dispensation may be given, subject to (if needed) any restriction applicable to ensure fair competition.