



WOMZA – WOMZA2Wheels

RACE REGULATIONS OFF ROAD

2018

ORR = OFF ROAD RACE REGULATIONS

These rules apply to National, Regional and Club status events

ORR1 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 Where a rule does not exist in these rules, please refer to MXRR (Motocross Race Regulations) will take precedent and shall be used in any decision regarding the interpretation of the Rules, hearings, protests, appeals and penalties.

ORR1.2 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.

ORR1.3 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

ORR1.4 One event licences may be issued at events at a cost of R250.00 per event

ORR2 All Off Road competitors need to join a WOMZA affiliated club, which will be hosting events in the 2018 year. A list of these clubs can be obtained from WOMZA office or website.

ORR3 **SCORING**

ORR3.1 **Points Scoring for Competitors and Manufacturers**

Points Allocation – All Events

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

The above-mentioned scoring system will apply to the overall as well as to each classes' scoring.

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 & TIME BAR**

ORR5.1 **CLASSIFICATION**

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 and overall will be declared the class & overall winners of the event (for motorcycles & quads respectively).

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 riders 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 riders 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 for either quads or motorcycles must allow for the delay in starting times between them. A fixed time will be published on the notice board at the event. Time bars on the route will be advised in the final instruction at riders briefing or by written official notice. The Clerk of the Course may at his discretion extend or amend the time bars should circumstances dictate. In determining time bars, organisers should set the time bars on safety & organisational deadlines.

ORR9

AWARDS

Overall: First Motorcycle & Quad - **Classes:** 1st to 3rd in each class - Last Finisher

Manufacturer's Award: This award will be made to both motorcycle and quad categories. Points will be awarded to the top finishing motorcycle or quad of each manufacturer from the overall result (Full distance classes). Obtaining the best result in each event will count towards the final classification.

Prize Giving

Competitors who do not attend the prize giving to receive their prizes/awards will forfeit them unless they have informed the Clerk of the Course in writing and received his permission to be absent from the function.

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

Novice/Silver Class competitors may participate at national events on a Regional or Club licence. National license holders may enter silver challenge, however may not ride any national championship class at the same event. Also, see point d) for machine capacities / age restrictions on Silver Class.

ORR10.3

All competitors at Senior national and regional events must be at least 16 years of age. (Except for High School, class competitors). Once a rider attains the actual age, which makes him eligible to compete in a Senior Off Road event he/she may compete.

ORR10.4

Competitors under the age of 18 years will be restricted to the following classes / machine capacities at all events:

Quad competitors on maximum 451cc 4 stroke or 300c 2-stroke

Motorcycles: OR3, **Ladies, High School Class** or Silver challenge class on Maximum 201cc 2-stroke motorcycles or 251cc 4 stroke.

ORR10.5

According to WOMZA rules competitors may apply for a 1 year concession to either remain in a class or move up a class, depending that the following requirements have been met:

ORR10.5.1

The parents must write a letter to WOMZA requesting and justifying a concession for the competitor, stating reasons, giving current age, height and weight details.

- ORR10.5.2 The above letter must be accompanied by a letter from the competitor's club chairman confirming the reasons for the special concession.
- ORR10.5.3 The regional head COC must also confirm the competitor's ability to compete in a higher class.
- ORR11 ENTRIES**
- The club/promoter will determine the entry fees for National, Regional, Club and Social events. Time keeping fees will be charged separately to the competitors. All entries must be done online, via WOMZA's online system; all payments will be done directly to the hosting club or promoter. All entry details will be sent to the organiser or promoter. Late entries will be charged at the discretion of the organisers or promoter
- ORR12 GENERAL CONDITIONS FOR ALL MOTORCYCLES AND QUADS & ESSENTIAL EQUIPMENT**
- ORR13.1** All Motorcycles and Quads must:
- ORR13.2** Be fitted with ball-ended clutch and brake levers unless fitted with a suitable wrap around protector.
- ORR13.3** Be fitted with brakes operating on front and rear wheels.
- ORR13.4** Be fitted with a self-closing throttle.
- ORR13.5** Be fitted with adequate mudguards.
- ORR13.6** Not have any fuel leaks.
- ORR13.7** Not discharge exhaust gasses so as to raise dust or in any way inconvenience another motorcycle/quad.
- ORR13.8** Be fitted with folding foot pegs (motorcycles only).
- ORR13.9** The maximum allowed decibel reading is 112 dB/A measured with the "2 metre max" method for motorcycle & quad categories.
- ORR13.10** Must display advertising decals supplied by the overall championship sponsor/s and/or individual event sponsor/s, which makes it a condition of entry to display the sponsor's advertising material). These decals must be displayed as per the Organisers instructions.
- ORR14 All Quads must:**
- ORR14.1** Be fitted with "nerf" bars, which are to extend to at least the centre line of the rear wheel and must be fitted with a means, which does not allow the rider's foot to touch the ground e.g. netting.
- ORR14.2** Be fitted with a "Dead Man" kill switch, which must be attached to the rider at all times whilst operating the quad.
- ORR14.3** Be fitted with a visible rear facing permanent yellow light on the rear of the quad and be connected directly to the starter/battery with no auxiliary isolator switch and must be permanently wired in order that the yellow light be on. This light will only be checked for functionality at the start of the event. Quads in contravention of this ruling will not be permitted to start the event.
- ORR14.3.1** Competitors may display their own sponsor's decals and logos on their clothing and no organiser or event sponsor may insist on event sponsors clothing or any change in apparel being worn by the competitor when either racing or at any time thereafter.
- ORR14.4 All Riders must carry, at all times whilst racing, a First Aid Kit as detailed below:**
- 1 x Medical Board
 - 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 Piece cotton wool
 - 4 x Pain Killers
 - 1 x Tube of burn ointment
 - Surgical gloves
 - CPR device recommended
- ORR14.5** Each competitor will be issued with a route check control card or helmet sticker at documentation. This card will be marked at various stages of the event to confirm passage through various route check controls. Only officials have the right to mark this card in any way. Competitors must carry this card with them at all times when racing.

- ORR14.6 Every competitor must carry a minimum of one litre of drinking fluid per person.
- ORR14.7 All competitors are to carry a pencil or writing instrument and small piece of writing material in order that they may make notes at an accident scene, danger point or in any other circumstances.
- ORR14.8 All motorcycle/quad competitors must wear suitable protective clothing, with a minimum standard of gloves, upper body armour, motocross type pants and motocross type boots reaching above the calf. Competitors without suitable protective clothing may not be permitted to start an event. Only motocross full-face type helmets will be allowed and is compulsory to be worn at all races. 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 NUMBERS & BACKGROUND COLOURS

- ORR15.1 All competitors must have a WOMZA issued number. To obtain an annual racing number the following information to be on hand when applying for your number; this is applicable to National, Regional, Club.
Licence number and status; WOMZA receipt number; Category (Motorcycle or Quad); Class; Cell number; E-mail address; ID Number. Contact Fiona Jones at WOMZA Offices Tel No: 011 849 4142; or email on fionaj1@telkomsa.net Competitor numbers are allocated at the beginning of every racing season/year and are issued on a “first come, first serve basis”.
- ORR15.2 All motorcycles and quads must bear WOMZA allocated competition numbers on the front (facing forward), left and right hand side of the motorcycle and on front and rear (facing backward) of quads. All national, regional and club license holders will be allocated a permanent number to be used throughout the season. These numbers take preference over any other number, which might be issued by an organiser, and no organiser has the right to request that any such appropriately issued number be changed.
- ORR15.3 National motorcycle and quad competitors will be allocated seeded numbers as follows for Off Road:
In order of their National overall points scored from the 1st to 20th overall for motorcycles & quads. National and Regional competitors may pre-book a number from 21 upwards as from 01 December up to 15th December provided that payment for the next years licence is paid in full. Thereafter numbers will be allocated on a first come first served basis. Numbers will start at 21 up to 999 and no prefix will be required by National or Regional off road motorcycle competitors, quads must use L prefix.
- ORR15.4 Club licence holders will be allocated numbers, whereby the following prefix will apply and will start at C1 up to C 999 and thereafter CC1 to CC99, CD and CF etc. which will be applicable to motorcycle club licence holders, quads will be CL.
- ORR15.5 The size of the letter prefix for all club and quad numbers is to be the same size as the numbers and should be placed in line with the numbers and be of the same colour.
- ORR15.6 Where a competitor competes in both Off Road and Enduro’s he may compete on an allocated Enduro number and may not be forced by an organiser to change this number, if he however competes at an Off Road event he must ensure that he carries the prefix “E” in front of his number which must be the same size as the numbers.
- ORR15.7 Juniors aged 16/17 who participate at senior Regional and National Silver Challenge events can enter these events on their current junior race number, the prefix “J” in front of the number, which must be the same size as the numbers. Should these competitors wish to have an additional senior race number these can be obtained from WOMZA2Wheels.
- ORR15.8
- ORR15.9

The following colour coded backgrounds and coloured numbers will be applicable for the relevant classes at all Off Road and Enduro events:

Motorcycle Class	Licence	Number Colour	Background Colour
OR3	Nat/Reg only	White	Green
OR2	Nat/Reg only	Black	White
OR1	Nat/Reg only	White	Black
Seniors	Nat/Reg only	Red	White
Masters	Nat/Reg only	White	Red
High School Class	Nat/Reg only	Navy blue	White

Club	Club only	Black	Yellow
Ladies	Nat/Reg only	Black	Pink

Quad Class	Licence	Number Colour	Background Colour
Q2	Nat/Reg only	Black	White
Q1	Nat/Reg only	White	Navy Blue
Ladies	Nat/Reg only	Black	Pink
Seniors	Nat/Reg only	Red	White
Masters	Nat/Reg only	White	Red
High School Class	Nat/Reg only	Navy Blue	White
Club	Nat/Reg only	Black	Yellow

NOTE: Competitors with incorrect numbering/colouring will not be permitted to start an event.

ORR15.10

Number boards and size of numbers:

The required minimum size of number boards are as follows:

Quads: Front 180 x 180, Rear 200 x 200 mm

Motorcycles: Front & Side 210 x150 mm (Width & Height).

Size of numbers must cover 80% of the board size. Competitors are reminded that it is in their own interest to, where possible; make number boards bigger than the required minimum. Any competitor whose motorcycle/quad cannot comply with the above stated minimum sizes can apply to the Clerk of the Course who will make a decision entirely based on visibility and practicality.

Furthermore, all quad riders must display their racing numbers on the rear of their shirts or chest protectors, failing which they must wear bibs with their race number displayed on the bib. This is over and above race numbers being displayed on the quad. Riders whose numbers are illegible or quad riders who do not have numbers displayed on their shirt, chest protector or bibs will not be permitted to start an event. These numbers must be at least the same size or bigger than numbers on number board.

ORR16

CLASSIFICATION AND SPECIFICATIONS FOR OFF ROAD MOTORCYCLES

ORR16.1

OR3 Class: Two stroke motorcycles with an engine capacity not exceeding 201cc and four stroke motorcycles with an engine capacity not exceeding 251cc.

ORR16.2

OR2 Class: Two stroke motorcycles with an engine capacity greater than 201 cc but not exceeding 251cc and four stroke motorcycles with an engine capacity greater than 251 cc but not exceeding 401cc. **Refer ORR10.4 for competitors younger than 18 years old.**

ORR16.3

OR1 Class: Two stroke motorcycles with an engine capacity in excess of 251cc and four stroke motorcycles with an engine capacity in excess of 401cc. **Refer ORR10.4 for competitors younger than 18 years old.**

ORR16.4

Senior Class: For competitors 38 years and over. Any capacity motorcycle may be used.

ORR16.5

Master Class: For competitors 46 years and over. Any capacity motorcycle may be used.

ORR16.6

High School Class: Open to riders between 14 and 16 years old on the 1st January and restricted to motorcycles with an engine capacity not exceeding 201cc two stroke or four stroke with an engine capacity not exceeding 251cc.

ORR16.7

Silver Class Challenge: Any capacity motorcycle. **Refer ORR10.4 for competitors younger than 18 years old.**

ORR16.8

Ladies Combined Championship Class: Any capacity Bike. **Refer ORR10.4 for competitors younger than 18 years old.**

ORR17

CLASSIFICATION AND SPECIFICATION FOR OFF ROAD QUADS

ORR17.1

Q1 Class: For competitors 16 years and over. Any capacity quad may be used. Refer ORR10.4 for competitors younger than 18 years old.

- ORR17.2 **Q2 Class:** For competitors 28 years and over. Any capacity quad may be used
- ORR17.3 **Senior Class:** For competitors 35 years and over. Any capacity quad may be used.
- ORR17.4 **Ladies Combined Championship Class:** Any capacity quad. **Refer ORR10.4 for competitors younger than 18 years old.**
- ORR17.5 **Master Class:**
- ORR17.6 **High School Class:** Open to riders between 14 and 16 years old on the 1st January and restricted to quads with an engine capacity not exceeding 300cc two stroke or four stroke with an engine capacity not exceeding 451cc.
- ORR17.7 **Class Challenge: Any capacity quad.** Refer ORR10.4 for competitors younger than 18 years old.
- ORR18** **PRE-RACE PRACTISING**
- ORR19 Any competitor who has been found to have **walked**, ridden (**any form of transportation**) or practiced on the route at any time during the 15 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 15 days. All decisions in this respect will be adjudicated by the Clerk of the Course. **Walking the start (first 300 meters or first 2 turns whichever is furthest) of an Off-road event is permitted.**
- ORR20** **RIDERS BRIEFING**
- 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.**
- ORR21** **TESTING AREA**
- Organisers must supply a testing area to jet and test motorcycles and quads. Such area to be:
- ORR21.1 Open from the commencement of documentation testing will be allowed between documentation and 30 minutes prior to the start of the race.
- ORR21.2 Be at least 300m in length in a single direction with a clear return route that does not interfere with the test strip.
- ORR21.3 Marked as per route markings and with a clear entrance, exit and directional signage.
- ORR21.4 The jetting strip is for jetting purposes and set up only, which is considered part of the route and any competitor found to be joy-riding, performing "wheelies" or not using the jetting strip specifically for testing purposes may be removed from the strip
- ORR21.5 A minimum of helmet and boots must be worn at all times on the jetting strip.
- ORR21.6 Only competitors or bona-fide crew or mechanics may operate vehicles on the jetting strip.
- ORR22** **PRE-RACE / IMPOUND PADDOCK**
- ORR22.1 Competitors must present their machines and remain in a Pre-Race Paddock/Start Grid, a minimum of (30) thirty minutes prior to the start of the day's Racing Section, in starting order. Failure to comply may result in a penalty from the COC.
- ORR22.2 A parc-femur area may be established on request of the COC by the organiser prior to the start of the event. In this instant and providing that the competitors have been informed prior to the event at riders briefing it may be compulsory that certain competitor's bikes are impounded and the necessary bore and stroke, capacity checks may be carried out by the officials.
- ORR23** **ROUTE**
- ORR23.1 All route maps must appear on the notice board stating number of loops to be completed by specific classes.

All National Championship events will comprise of:

National Seeding event: One loop of 30-60km.

ORR23.1.1 National Sprint event: Event will have one loop of 55-60km. Competitors must complete three laps per sprint event. Motorcycles and quads will compete at different times on the day

ORR23.1.2 **National Standard event:**

Three Options available to Organizers

ORR23.1.2.1 **Event will have two loops of 55-60km. Motorcycle and Quad competitors will compete on separate loops. Competitors must complete six laps on their respective loops.**

ORR23.1.2.2 **Event will have two loops of 55-60km. Swapping of loops between motorcycle and quad competitors will only be allowed if there is a minimum de-control of at least 10 minutes.**

ORR23.1.2.3 **Or event can be set up with three loops of 55-60km. Motorcycle and Quad competitors must complete two laps of each, starting on alternate loops.**

ORR23.1.3 **The route for the Silver Challenge Class, Master Class and Ladies**

Class will be full distance at sprint events and 5 laps at standard events.

(Approximately 75%)

ORR23.1.4 **The route for the High School Class will be full distance at sprint events and 3 laps at standard events (approximately 50%)**

ORR23.1.5 Should organizers run a Novice Class, this should be a maximum of approximately 50% of the event distance at standard events.

Motorcycles and Quad refuel points will be a maximum of 60kms apart

ORR23.2 Organizers will with the issue of supplementary regulations for the events, advice competitors of the intended route layout and estimated average speed for the leaders. No motor vehicles will compete in the same race at events with quads and motorcycles unless completely separate and different routes with no common sections.

ORR23.3 All events must have a wide track available for at least the first 200m to allow for abreast starting.

ORR23.4 The route should be planned in such a way that the average speed of the leader will be suitable to the event and dependent on the terrain.

ORR24 STARTING ORDER

ORR24.1 At the second event, competitors will be started in order of fastest time attained in the seeding event. There after a seeding calculation will be done using all previous events of the season, including the seeding event.

ORR24.2 Riders will start according to their Overall points accumulated for all National events - highest to lowest. Should a rider not have Overall points he/she will be started in sequence according to his/her accumulated finishing positions for the year. Should 2 riders have the same accumulated position points the rider with the **lowest race number** will start first.

ORR24.3 Classes will start in the following order:

National Full distance Championship Classes

ORR24.3.1 **National Ladies, National Masters, and Silver Class, High School Class**

ORR24.3.2 Regional Championship Classes

ORR24.3.3 Club or Novice Classes

ORR25 ROUTE MARKING

Route marking must adhere to the following minimum standards:

ORR25.1 All route marking must be done with red or orange "Day-Glo" markers or red spray painted arrows or 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:

- ORR25.3.1 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, or a visible directional arrow may be placed. Another double marker or arrow 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 or arrows 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 is required.
- ORR25.5 **Danger markings should be used where an extreme change in terrain takes place.**
- ORR25.6 **Danger boards OR “Xmas Trees” made from barrier tape or 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 barrier tape, 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
- ORR26.1.2.1 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. (refer to stop ORR)
- 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. Decontrols will be run in accordance with ORR28.6.
- 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) Riders 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.
- ORR26.5.2 Crosses but does not run along a Public Road
- ORR26.5.2.1 Appropriate written permissions must be sought and obtained from the relevant authority and organisers must comply with the conditions of permissions granted.
- ORR26.5.2.2 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 use where competitors are travelling at high speeds and/or adequate warning is necessary.
- ORR26.5.2.3 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.
- ORR26.5.2.4 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 motorcycle or quad is still sliding this will not constitute stopping.
- ORR26.5.2.5 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.

ORR26.5.2.6 No organiser or any official may orchestrate events, which crosses public roads without such permissions or compliance with granted permission from the authority.

ORR26.5.3 **Any other Road or Railway Crossings**

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

ORR26.5.4 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.

ORR28 ROUTE CONTROLS

ORR28.1 **Timing Controls**

These will be identified by Stop boards and competitors will be required to stop at them. 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.

ORR28.2 **Route Check Controls**

There should be at least one route check control for every 60kms of route. The method of operation of these controls will be as follows:

The same procedure as detailed in clause a) above will be followed, save for the electronic timing. 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. **Above excludes the Pit lane.**

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.

ORR28.6 **Decontrols**

Decontrols are only compulsory at National Standard events and the following must be applied:

ORR28.6.1 A minimum of **10** minutes at the pits.

ORR28.6.2 Decontrols outside pit and DSP areas will be for safety reasons only and time allowed must be calculated on the speed restriction of such road.

- ORR28.6.3 Organisers will maintain sequence & time sheets at the start and finish of the decontrol to confirm entry and exit order. Large display digital clocks are compulsory at the entry as well as the exit of decontrols.
- ORR28.6.4 Organisers will provide competitors with a sticker reflecting the exit time at these decontrol points. Retention of these stickers is the responsibility of the competitor and any competitor endeavouring to exit the decontrol without such sticker will have to return to the decontrol marshal to obtain a replacement sticker with the same original time on it. Any delay in obtaining this will be to the detriment of the competitor. A 30 minute penalty will be applied for a competitor leaving the decontrol early as well as the time that he gained by starting early.
- 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. Furthermore so-called ghost riders as entered by teams having riders enter races carrying an abnormal amount of spares to assist other team riders will not be allowed under any circumstances. The decision by the Clerk of the Course will decide what a reasonable amount of spares is to be carried by a competitor, but should only be sufficient for his own use, such as spare cables, fuses etc.
- ORR29.3 Outside assistance may be given by:
- ORR29.3.1 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 for a motorcycle or quad or the towing of a motorcycle or quad by an official.
- ORR29.3.2 By another competitor who is still actively racing and eligible to be classified as a finisher.
- ORR29.4 Competitors who 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
- ORR30 REFUEL**
- ORR30.1 Fuel is deemed to be open.
- ORR30.2 Competitors must switch off their motors and dismount whilst refuelling.
- ORR30.3 No competitor or service crewmember may smoke within 5m of a motorcycle/quad being refuelled.
- 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 or next to the refuelling rig.
- ORR30.5 The use of an environmental mat, which must be a minimum size of ½m X ½m,, that may not allow fuel to seep through, is mandatory and the vehicle must be on the environmental mat when refuelling and servicing is effected 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.
- 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 at the final control to have their track log deleted.

ORR32

COMPETITOR CONDUCT

ORR32.1

MEDICAL BOARDS Medical Board must be carried by motorcycle/quad competitors with the competitors name printed on it using permanent marker. 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 competitors of the motorcycle/quad 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 rider 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 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 racing motorcycles/quads from the route and to ensure that damage to cultivated and grazing lands is avoided when retrieving the motorcycle/quad. 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 i) above.
- ORR32.8 **RESPONSIBILITIES OF COMPETITORS:**
- 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 omissions 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.
- ORR32.8.1 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.
- ORR32.8.2 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.
- ORR32.8.3 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 ORR32.8
- ORR32.8.8 No person may fill out an incident, protest form and or appeal form, who has 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 himself, herself, 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 Notice Board by the time-keepers/race secretary. These results **MUST** be time stamped.
- ORR34 INCIDENT REPORTS / EVENT EVALUATION REPORT FORMS**
- All riders are required to hand in an Event Evaluation Form, on which riders must clearly mark their completion or retirement from the event. These forms must be handed in within 1 hour of the rider finishing or retiring from the event. The penalty for not handing in a fully completed Event Evaluation form will be at the discretion of the COC who may impose a time penalty.
- Any rider 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.**
- ORR35 TIMEKEEPING AND RESULTS**
- Any Timing system may be used, provided a separate concurrently running back up system is in place to provide timeous results 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 Provisional final results must be posted within 2 hours of time bar or by 19h00. Provisional 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 OFF ROAD MOTORCYCLE AND QUAD CHAMPIONSHIPS**
- ORR37.1 Requirements
- ORR37.1.1 Full compliance with all ORR's insofar as organisation and running of the race.
- ORR37.1.2 Draft regs to be received by WOMZA at least 8 weeks prior to the event and having been approved must go out at least 6 weeks prior to the event. Online entry compulsory.

- ORR37.1.3 Clubs to use prescribed standardised regs format entry, self-scrutineering, 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.
- 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 Clubs to provide accommodation, 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.
- The following must be complied with or services/facilities to be provided by organisers:
- 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. Cloth badges or trinkets are not acceptable.
- 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 motorcycle.
- ORR37.10 A podium must be erected adjacent to the finish line, where the first three category winners (quads and motorcycles) 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**
- ORR38.1 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.
- 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**

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.

ORR39.3**FIVE MINUTES – FOR EACH OFFENCE (Quads)****ORR39.3.1**

For not having, a dead man kill switch attached to the rider at all times whilst operating the quad.

ORR39.4**FIFTEEN MINUTES****ORR39.4.1**

For failing to refuel on an environmental mat – Refer to ORR30 per offence.

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 - Refer ORR31

ORR39.5.2

For leaving a decontrol ahead of time - Refer ORR30

ORR39.5.3

For failure to produce a medical kit when requested - Refer7

ORR39.5.4

Incorrect numbering sizes and colours as laid out in ORR15.9

ORR39.5.5

Per item found incorrect during scrutineering spot check – compared to self-scrutineering form

ORR39.5.6

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.

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.

ORR39.7**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 15 days prior to the event – Refer to ORR23

ORR39.7.3

For contravening the Service Crew/Outside Assistance rule – Refer to ORR29.3

ORR39.7.4

Failure to wear a helmet or protective clothing as outlined in ORR329 whilst racing.

ORR39.7.5

For opposing the flow of traffic or failing to re-join the route at the point of leaving – Refer to ORR 19

ORR39.7.6

For finishing the event with a different frame of engine number to that fitted to the motorcycle/quad as started with and as stated on the self-scrutineering form

ORR39.7.7

Failing to switch off the motor whilst refuelling, or any motorcycle/quad competitors who fail to dismount from their motorcycle/quad whilst refuelling, or any motorcycle/quad competitors his service crew found smoking within 5m of any vehicle being refuelled – Refer to ORR39.7

ORR39.7.8

For contravening ORR30

ORR39.7.9

Reserved

ORR39.7.10

For failing to carry out a legitimate instruction from an official xii) For carrying fuel, other than in the tank or container permanently attached to machine

- ORR39.7.10.1 For failing to hand in a GPS for route deletion when so requested xiv) Unrealistic race times
- ORR39.7.10.2 For racing on a motorcycle/quad that exceeds or is less than the cubic capacity of the class. Suspension can also be applied for this offence.
- ORR39.7.10.3 Failure to follow the correct sequence in an event where there is more than one loop and these loops are to be run in a sequence
- ORR39.7.10.4 For any false declaration on the self-scrutineering form
- 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 Riding, or allowing any other person to ride a competitors motorcycle/quad, 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. xxiii) Failure to place a motorcycle/quad in the Post-Race Impound Paddock on completion of an event.
- ORR39.7.10.10 Competitor and/or crews entering a Holding Area (e.g. Impound Paddock) without the Clerk of Course's permission except when placing a motorcycle/quad in, or removing a motorcycle/quad from, such a facility.
- 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 Rider replenishment is forbidden within 5 meters of any control point.
- ORR39.7.10.15 Any parent not acting in the best interest of their child racing at any event, will have their child excluded from the results and/or refused to continue with the race after such incident and may be banned from competing in future events.
- ORR39.7.10.16 For consumption of alcohol in non-designated "bar" areas by a competitors Service Crew
- ORR39.7.10.17 For failing to display a medical board or failure to stop when a medical board is displayed - Refer ORR 24
- ORR39.7.10.18 Exclusion can only be implemented at the end of the rider's event. Riders may not be stopped whilst racing.

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.