



The World of Motorsport is a motor sport association and administration.

WOMZA Main Objectives is to administer, manage, promote, market, develop and grow motor sport in all its facets under its administration in South Africa and internationally.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptance requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **No express or implied warranty of safety shall result from publications and/or compliance with these rules and/or regulations.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a member, participant, spectator or official. **The official interpretation of these rules shall be accepted as binding. The regulations have been kept plain and straight forward, all rules read are meant for the intent and not for any member to unfold loopholes in the rules – what is not written is not permissible.**

OUR SERVICES:

-  Governed Rules and Regulations
-  License and Personal Accident Protection / Public Liability
-  Competitors and Officials alike, offering the correct training development and affordability, thus developing the growth within the sport, right down to grassroot racing
-  Awarding well deserved Regional and National Champions

WE EXCEL AT:

-  Always developing and evolving in the sport
-  Acknowledging our Aspirant and deserving Competitors
-  Organizers, Officials and Competitor, affording an open-door policy- we are the sport, together!!

Our dedicated Sporting Administrator Team always there to guide you through complexities of championships, tours and training. United we have stood and united we have grown.

For the Love of it!!

WOMZA shall be known as a motorized sport administrator, where a secretariat and assisting staff are appointed to administer all the administration of its members and sport.

DEFINITIONS

- WOMZA may from time to time appoint panels, which shall assist WOMZA from time to time with the administration of the sport.
- WOMZA Class Captains are members who are appointed by competitors to represent them in each class per category of sport. The person being nominated may only be an active competitor from that particular class and category.
- WOMZA Class Captain Committees shall be a make-up of people appointed as spokes people from the regions class captains to represent them nationally at technical and construction meetings, these members will only be entitled to represent one class, in which they are actively involved and representing.
- WOMZA Promoters Committee are the promoters from each venue and region.
- These committees would set race dates, racing standards and regulations, championship regulations.
- Vehicles shall be defined as, road going vehicle, purpose-built car, quad, purpose built quad, side-car, motor bike shall be defined, all bikes used for motor sport racing and karting;
- WOMZA Technical Consultants are members appointed by the promoters in the three regions, namely North, Central and South and are appointed to oversee the technical and construction regulations;
- WOMZA Track inspectors are appointed by the administrators.
- WOMZA Administrators shall have the rights to accept or reject any membership (also known as a Competitor License or Official License) and shall not be obliged to **give reasons for the rejection**.

All members associated with WOMZA, shall endeavor to promote motorsport and assist in the training and development of aspirant competitors and officials, including under privileged members. All WOMZA affiliated members are to refrain from any form of discrimination against, sex, race, colour, religion and language.

GENERAL ARTICLES

- Art 1. Promoter is a person or body, affiliated and registered with WOMZA to present motor sport racing and who accepts full responsibility of all issues related to events, prior, on or post;
- 1.1 A Competitors' Club, who shall have an appointed working committee for the club and matters shall be governed by a club constitution. The committee shall be deemed to be the responsible body and shall assume equal duties and responsibilities as per the promoter regulations;
- 1.1.1 Reference to a home-base club shall mean – a club whereby the competitor shall hold membership with for the formula of sport he/she wishes to participate;
- 1.2 All references made in the regulations shall be known as the Promoter and in the event of the venue been managed by a Competitors' Club, this too shall be known as the Promoter;
- 1.3 Promoters are entitled to appoint a group of people to assist in organizing events, the group shall be known as the organizing committee, however, any short comings which may occur or be caused by any member, the promoter/club appointed committee remains fully responsible;
- 1.4 It follows that when appointing such an organizing committee the promoter/club appointed committee shall do so with care and appoint responsible people, as the sport we pursue remains dangerous, despite all the safety structures in place;
- 1.5 Rally interpretation:
- 1.5.1 Special Stage Rally
A Special Stage Rally is constituted by a single itinerary which must be followed by all competing vehicles and will comprise of a series of special stages held on private roads closed to all public traffic and also linked by private and public roads;
- 1.5.2 A Rally Sprint and or a Gymkhana consists of a competition in which a vehicles performance is judged by timing its progress over a pre-determined distance or stage.
- 1.6 Personal Accident Assist Cover – it is not mandatory for competitors to purchase Personal Accident Assist through WOMZA, they may use their private medical aids;
- 1.6.1 WOMZA provides various options of Personal Accident Assist cover, it remains the competitor or official's choice on which option they choose;

- 1.7 WOMZA shall arrange Public Liability Insurance cover on behalf of promoters in respect of events for which permits are issued, the annual fee to be revised annually – it shall be mandatory for promoters to purchase annual public liability cover for events through WOMZA’s underwriters;
- Art 2. **OFFICIALS**
Officials are directly responsible towards WOMZA under the issue of a permit. At race events, Promoters /Organizers do not have a hold over an Official – a licensed Official is free to work at any affiliated WOMZA Venue – the Officials responsibilities is towards WOMZA and the event
- 2.1 Officials and Marshals appointed to work at events are signed on as per their WOMZA Designations and shall be remunerated by the promoter/organizer.
- 2.1.1 Promoters/Organizers are obliged to use only licensed officials and marshals and utilized them in the correct positions and/or designation;
- Art 3. **EVENTS**
- 3.1 Events – Promoters authorized to present events are obliged to accept full responsibility for the safety of competitors and spectators alike;
- 3.2 It is mandatory for all venues to display indemnity signage on the premises and on the sale of Admission tickets;
- Art 4. **CLUBS**
- 4.1 Clubs should be formed in all instances, and/or shall be formed under the auspices of a promoter who remains ultimately in charge of the venue and the running of the venue and club, these committee members shall manage the affairs of their registered competitors and social members, this forming a home base for competitors;
- 4.2 Clubs are encouraged to register pit mechanics, competitor spouses and members of the public as social members;
- 4.3 It is not obligatory for promoters to display or expose their income and expenditures, however, it is advisable for promoters to share such information, thus keeping club committees and competitors updated of the financial status of each venue, leading to appreciation and full commitment from their members;
- Art 5. **ACTIVE COMPETITORS AND OFFICIALS**
- 5.1 Competitors shall only be acknowledged active competitors, if they are registered and licensed within a calendar year. Members are to refer to their club constitutions to determine the clubs “calendar year” i.e., January to December or June to July;
- 5.2 Active competitors shall furthermore mean that competitors would have had to participate in at least 60% of all club events presented by his home-based club in the club’s calendar year;
- 5.3 Competitors changing clubs during the calendar year would forfeit all rights as an active competitor towards the new club:
- 5.3.1 Competitors however, are entitled to make written application to WOMZA requesting the transfer of their Active Competitor rights;
- 5.3.2 In the event of a competitor changing clubs more than twice in a calendar year of WOMZA, such transfer will not be granted, unless, the competitor has a valid reason, for example, work transfers;
- 5.3.3 WOMZA reserves their rights to the approval, if the competitor has a sanction on the competitor by breach of club constitution or a WOMZA sanction, the competitor will only be granted permission, once the sanction has been lifted and/or once the club membership for the season has expired.
- 5.4 Each application would be based on merit and not necessary be accepted;
- 5.5 The above criteria set for competitors shall be equally applicable to Officials and Marshals;
- 5.6 Whilst the Administrators are mindful in respect of the competitors’ constitutional right to belong to more than one club, in the interest of oval track racing and to prevail control, WOMZA’s regulations with regards to holding club membership, competitors maybe permitted to belong to more than one club, if they campaigning two different race classes in two different clubs or if the competitor uses the same vehicle on two different track surfaces, namely dirt and tar racing;
- 5.7 The active competitor rule will remain applicable per class;
- 5.8 In the event of a category not applying the active competitor regulation, the annual category regulation shall apply and be approved by WOMZA prior to the season commencement;

- 5.9 Navigator (Rally and Off-Road), Co-driver or Passenger, means a person or persons, other than a driver, competing in a competition in a vehicle – obligation of such a person shall comply to all WOMZA rules and regulations
- Art 6. **COMPETITORS AGE LEGALITY**
Parents or legal guardians shall additionally be known as an Entrant
- 6.1 Competitors under the age of 18 years shall have their, natural parent/s or legal guardians counter sign with them on all documentation in respect of participating at events;
- 6.2 In the event of parents or legal guardians wishing to permit anybody other than themselves sign the minor on, this person shall submit a written permission which is to be stamped and signed by a Commissioner of Oath granting this permission – no entry for a minor will be accepted in the absence of this written ruling;
- 6.3 In the case of a minor competitor, the parent or legal guardian shall be deemed to be the competitor and all competitor regulations shall be adhered to, to both parties, namely the minor competitor and parent/guardian;
- 6.4 Verbal or physical abuse by the parent or legal guardian towards the minor competitor, shall lead to an immediate ban of 6 months;
- 6.5 WOMZA shall not intervene with any fellow parent taking the matter further by way of reporting the incident to Child Line/Child Welfare SA;
- 6.6 Karting Team Managers, Team Managers are not the legal Parent or Legal Guardian unless, a legal document is submitted to WOMZA. The Parent who has entered and/or signed the minor on at events, shall still be deemed the competitor;
- 6.6.1 Team Managers, unless a legal document is presented at documentation on the day, only then may you sign the minor in for the event and act in the capacity of a legal guardian and be deemed the competitor;
- Art 7. **OFFICIAL ELIGIBILITY**
- 7.1 Under no circumstances may any person under the age of 18 years old act in an official capacity;
- 7.2 Under no circumstances may officials officiate together in role playing capacities if they are married, parent and child or are involved with each other greater than a friendship at club status events;
- 7.3 Club Chairman, Promoter/s or Club Organizers shall not be permitted to act in a Role-Playing position at their own Clubs or venues.
- Art 8. **NEW VENUE AFFILIATIONS**
- 8.1 All new affiliations to be approved by WOMZA Management;
- A. **CLUBS AND PROMOTER REGISTRATION AND OBLIGATION**
- A1 Annual Club affiliation fees, are paid annually by the 01 February each year.
- A2 Reserved
- A3 Track inspection – Reserved for review per category;
- A4 Sanctioned events, which include official practice days:-
- 4.1 It shall be mandatory for Promoters to make application to WOMZA, granting the permission by way of issuing a permit and the approval of the designated officials, which shall include the necessary JOC docs;
- A5 No claim shall be honored if a permit and number was not granted from WOMZA's offices, by way of electronic means;
- A6 No permits issued on Fridays;
- B. **COMPETITOR / OFFICIAL LICENSE AND INSURANCE**
- B1. **LICENSE APPLICATIONS**
- B1.1 Competitor License validity holds firm for the period of 01 January to the following year, expiring end December, annually;
- B1.2 It shall remain the discretion of WOMZA to introduce Pro-rata License rates and from which month pro-rata rates qualify if any;
- B1.3 License and Personal Accident Assist purchase is to be processed on www.womzasa.co.za – Lic App;
- B1.3.1 No Hard license applications permitted.
- B1.4 Competitors are obliged to hold club membership and be a paid-up club member of a WOMZA affiliated club for the formula they are purchasing a license, prior to applying for a license;
- B1.5 One Event License holder, shall mean that competitor only holds a license for one day;

- B1.5.1 One Event License holders – points earned on the day, may not be counted towards that particular venue where the one event license had been purchased, annual club championship points;
- B1.5.2 One Event License holders are however, permitted to win the Award/s of the day;
- B1.5.3 Once the event has been completed, the Club shall rescore the points after the event and remove all standings of the One Event Holder and re-adjust their paid-up members accordingly for the annual club championships;
- B1.6 One Event licenses are restricted for club status events only;
- B1.7 Competitors failing to produce their licenses or proof of payment upon entering an event, shall be required to purchase a minimum license of One Event for that day, they shall forfeit all rights as a paid up member;
- B1.8 Under no circumstances may that competitor be re-imbursed if they produce their proof of payment and license application after the event;
- B1.9 Rally and Off Roads Competitor eligibility
- B1.9.1 Competitors aged 14 to 16 years of age may only obtain a competition license endorsed for navigational purposes;
- B1.9.2 Competitors aged 17 and older in possession of a learners or driver's license may be issued with a competition license permitting the competitor to drive a vehicle on public roads with a licensed co-driver failing which, shall result in the competitor license to be revoked;
- B1.9.3 It shall be mandatory for competitors to produce their Provincial Driver License / Learner License at documentation;
- B1.9.4 It shall be mandatory for competitors to declare any form of illnesses, health condition and disability, may it be temporary or permanent which could prejudicially affect the control of the race vehicle, whilst holding a valid license;
- B1.9.5 WOMZA may authorize a competency test prior to the competitor taking part in an event;
- B1.9.6 WOMZA may at any time request a competitor or official to obtain a medical fitness certificate prior to the competitor taking part in an event;
- B1.9.7 WOMZA shall have the sole rights to refuse a license, in the event of the applicant not meeting the required regulations;
- B1.9.8 One Event licenses sold at events, the One Event License shall be processed online with the necessary fees being uploaded – no IOU's permitted.

B2. PERSONAL ACCIDENT ASSIST INSURANCE

- B2.1 Personal Accident Assist for competitors;
- B2.2 The following procedure shall apply to competitors with regards to the purchase of the Personal Accident Assist or the use of own medical aid and must be declared medically fit to participate in motorsport by a practitioner in writing if:
 - B2.2.1 Competitors who have a known medical condition or is on chronic medication; or
 - B2.2.2 Competitors with a disability of limbs; or
 - B2.2.3 Competitors over the age of 60 years old;
 - B2.2.4 Following an operation, heart attack, stroke, cancer and diabetes or any life threatening illnesses; or
 - B2.2.5 Following any accident, which includes but not limited, sport injury, motor vehicle accident, work related and/or similar which may have occurred with the competitor;
- B2.3 No pro-rata rates for Personal Accident Assist cover, these amounts are payable in full despite the month the license and Personal Accident Assist was purchased;
- B2.4 Competitors who do not wish to purchase the Personal Accident Assist cover are reminded that in an event of medical care required, the competitor shall be liable for the Ambulance transportation cost and all medical costs which may have occurred;
- B2.5 WOMZA neither Promoters cannot and will not stand good for any competitor/rider who does not wish to purchase the Personal Accident Assist cover, as the choice was made by the competitor when applying for his/her Competition License;
- B2.6 Competitors wishing to utilize their own medical insurance funds are free in doing so; however, proof of their own medical funds must accompany the license application, in order for the medical crew/organizers to produce the medical insurance to a service provider, when needed;
- B2.7 It is important for all competitors wishing to utilize their own medical insurance/fund to establish if the policy and benefits cover motorsport, as motorsport is classified as a high risk sport;
- B2.8 Applicants under 18 years of age, license application forms must be signed by their legal guardians or parents, this includes signing them on at race events, under no circumstances may this rule be disregarded. Promoters and their appointed organizing committees found breaching this rule will be fined.

- B2.9 No cover over the age of 75 years old;
- B3. OFFICIAL PERSONAL ACCIDENT ASSIST AND LICENSE**
- B3.1 Official licenses shall be renewable annually; validity shall be from the 01 January to end December each year;
- B3.2 All Official designations shall be regarded as exposed officials; no official under the age of 18 years old will be permitted to perform any duties on the infield or be permitted to be in an exposed official in any capacity;
- B3.3 Official license application shall be completed and sent to WOMZA for approval, together with the necessary fees.
- B3.4 No cover over the age of 75 years old.
- B4. Reserved
- B5. Reserved

C. ACCIDENT COVERAGE AND INSURANCES

C1. OFFICIALS /MEDIA/PHOTOGRAPHERS

- C1.1 Personal Accident Assist for Marshals, officials, Media and photographers, which include Medical assistance up to the amount as purchase, example R100,000 cover, thereafter the applicant is responsible for any medical treatment over the selected amount;
- C1.2 Foreigners being employed as Marshals, Venue Staff and Officials, must supply a South African work permit, failure to produce a work permit, shall result in the person not being permitted to purchase Personal Accident Assist.
- C1.3 One Event Official Personal Accident Assist – maximum payout of the claim is R50,000 Excess R5000 payable when going for medical treatment.

C2. COMPETITORS

- C2.1 Competitors between the ages of 6 -13 years old, it is law, that in an event of a fatality, the death coverage is only R30 000.
- C2.2 Adults, Personal Accident Assist cover would remain at the various option chosen;
- C2.3 Competitors have various options of Personal Accident Assist purchase as per the application;
- C2.3.1 In selecting an option, the option is deemed the competitor chose the option, therefore become legal and binding;
- C2.4 Each competitor and official purchasing Personal Accident Assist should refer to the claim instruction when receiving the license card on email
- C2.5 Excess fee is payable;
- C2.6 In the event of an injured member been taken to hospital and they cannot produce proof of their Personal Accident Assist cover with WOMZA, by way of printed or email proof, shall admit themselves to hospital at their own expenses;
- C2.6.1 If the competitor was covered under WOMZA, a claim with proving invoices may be submitted to WOMZA for refunds;
- C2.7 Telephonic license confirmation with WOMZA officials after hours will not be permitted;

D. MEDICAL CLAIMS PROCEDURES

- D1. All claims applicable to WOMZA members who hold Personal Accident Assist;
- D2. In all instances the promoters must ensure that the chief medical officer submits a written report regarding all accidents and injuries sustained at each event, irrespective of the severity of the accident or incident;
- D3. Prior to competitors leaving the venue they are to ensure that all injuries had been noted by the chief medical officer or the COC;
- D4. If no accidents are reported, it follows that no WOMZA Member would be entitled to claim or give reason to claim;
- D5. The chief medical officer’s report must be counter signed by the appointed Clerk of the Course. The above rule shall remain mandatory and not be negotiable;

E1 ILLNESSES / HEALTH FITNESS

- E1.1 Long term illnesses or Chronic illnesses such as, Hypertension, Heart Conditions, Acromegaly, Diabetes, Cancer, Epilepsy and other Chronic diseases which require longer than 3 month treatment - these members License applications or race entry will not be discriminated against, however, these members are obliged to advise the promoters/organizers on the day of their illness and will be obliged to provide a

medical certificate at each and every event, approving their medical condition and clearing their race fitness.

- E1.2 Officials and Competitors, in the event of a limb breakage, Heart Attack, Stroke or any of the above illnesses, whether short or long term, in the absence of a medical certificate, WOMZA and the hosting club shall have the right to refuse your entry.

F. PROMOTER AND HEALTH SERVICES PROVIDERS

- F1.1 It is the responsibility of each promoter to register with their closest hospital, giving full details of the WOMZA Personal Accident Assist, preventing delays in an event of urgent medical treatment;
- F1.2 Promoters could use the hospitals as marketing units, advertising events by including them in emails and/or Facebook pages;
- F1.3 It remains the sole responsibility of the competitor to advise WOMZA of their injuries (medical treatment) and submit all invoices/claims to WOMZA with the least delay;
- F1.4 All Invoices outstanding after a 14-day period from the date of injury would be the competitor's responsibility to settle the invoice/account in full without any further claims from WOMZA PA insurance;
- F1.5 WOMZA highly recommends, once a patient has been taken to hospital and should the injury be that of a serious nature, is for the competitor and/or family to establish what cover the competitor holds, and should the "expenses" exceed the amount, is to rather move the patient to a government hospital;
- F1.6 Should the patient decide to remain at the hospital and be treated accordingly, please note all amounts exceed the Personal Accident Assist Option, is for the account of the competitor;
- F1.7 The Personal Accident Assist remains optional, however, WOMZA does offer various options to purchase, and the choice of option purchase made by the competitor will remain solely himself/herself's responsibility, in this instance all liability, injury and/or damaged and responsibilities will be waived and the competitor, himself/herself, beneficiaries or successors shall not be permitted to execute any form of claim against, WOMZA, officials, fellow competitors, organizers, promoters, landowners, lessees, owner/lessors and/or sponsors/ship in any form, in the event of the competitor purchasing a WOMZA Personal Accident Assist cover, which may / may not be suffice to cover expenses related to an incident or accident;

G1 NEW CLASSES - REGIONAL AND NATIONAL CLASS CRITERIA

G1.1 REGIONAL CHAMPIONSHIP CRITERIA

Minimum requirement

- G1.1.1 In order for any class to qualify for regional championships, the class shall run successfully for one calendar year at club level;
- G1.1.2 Minimum of three events to qualify a Regional Championships in a region;
- G1.1.3 Regional Championship minimum starters shall be 6 starters per class, per event;
- G1.1.4 To qualify as the regional champ in the respective class, the competitor must have completed in all the required events;
- G1.1.5 Highest point scorer, taking all the events into account shall declare the Regional Champ, which includes 2nd and 3rd positions.

G2. NATIONAL CHAMPIONSHIP CRITERIA

- G2.1 Each category to be approved by WOMZA Management to receive National Championship status;
- G2.2 Generally to all categories a minimum of 12 starters per class shall be a minimum requirement.
- G2.3 The formula/category, as a minimum requirement shall be representative in at least three regions, with a minimum of Twenty One (21) individual competitors competing at least 60% of club events across the three regions.
- G2.4 Each category to supply the minimum criteria on SR's
- G2.5 A class that cannot meet a minimum number of starters, in the particular year, the class shall forfeit the privilege of running a national championship that year;

G3 NATIONAL CHAMPIONSHIP VENUE CRITERIA

- G3.1** Each category to supply the minimum venue hosting criteria on SR's
- G3.2** WOMZA shall have the right to amend the criteria and to lift a criteria in the interest of the sport.
- G3.3 ALL CATEGORIES OF MOTOR SPORT – REGIONAL AND NATIONAL CHAMPIONSHIP**
- G3.3.1** Each category shall submit a set of championship regulations to WOMZA prior to the commencement of the championship for approval;
- G3.3.2** Regional and National championship, a minimum number of starters per class to be included in the regulations;

G3.3.3 Number of events that constitute towards these championships.

H1. ILLEGAL SUBSTANCES AND BREATHALYSING

- H1.1 Drug and illegal substance screen testing performed at events;
- H1.2 It shall be mandatory for tests to be performed in a closed environment, at no stage may the competitor or official be exposed and be seen doing the tests in front of the public or fellow competitors.
- H1.3 Drug and illegal substance tests are purchased at pharmacies – these are urine tests;
- H1.3.1 Only a Medical Coordinator shall accompany the person to the bathroom, in order to obtain the urine specimen;
- H1.4 Only closed and sealed screen tests may be utilized;
- H1.5 In the presence of the COC or Event Director and competitor or official, the test shall be performed by the Medical Coordinator only;
- H1.6 Failure to passing the test, the competitor or official can be granted the opportunity to be taken to the closest laboratory. The competitor or official shall be accompanied by at least one medical personnel and one official to the hospital/laboratory. The costs will be carried by the competitor or official.
- H1.7 The competitor or official shall be excluded for the day until the results are finalized from the laboratory; Refer to penalties.

One man practicing sportsmanship is far better than 50 preaching it.”

GRR1. PROMOTERS & RESPONSIBILITIES

REGULATIONS APPLICABLE TO ALL WOMZA EVENTS UNLESS REFERENCE IS MADE TO A CATEGORY SSR'S/SR'S

GRR 1.1 PERMIT APPLICATIONS:

- 1.1.1 Promoters presenting events shall do so by making application to the WOMZA Admin division by way of submitting a permit application also known as Supplementary Regulations;
- 1.1.2 Permit Application for Official Practices, no later than 7 days prior to the practice;
- 1.1.2.1 Unofficial practices, no permit needed, however, the promoter, officials and competitors takes full responsibility upon themselves in an event of an incident/accident, it follows that WOMZA and their insurers are waived at unofficial practices or events;
- 1.1.3 Permit Applications to be submitted, no later than 21 days, prior to the event;
- 1.1.4 Club Promoter, organizers and Secretaries are to familiarize themselves with the JOC system, as proof of the various documents are to accompany the permit application;
- 1.1.5 No permits are to be issued in the absence of the necessary Hospital Acceptance Letters, JOC and SAPS Section 6 (3) approvals.

GRR 1.2 CONTENT OF PERMIT APPLICATIONS

- 1.2.1 Permit applications shall contain the following details:
Status of the event, date / time, official names, venue, promoter names, contact details of the promoter, awarding prizes and any other changes which may be made to General Race Regulations. (Promoters/Organizers may however, not amend any technical or construction ruling) without the prior consent of the category TC panel and Circular/s;
- 1.2.2 Promoters shall be obliged to display the permit document on an official notice board at documentation and it shall remain the right of the competitor or official to request and visually see, that a permit had been granted for the event/or by way of electronic means;
- 1.2.3 All permits issued, makes provision to automatically extend the public liability should the event exceed midnight;
- 1.2.4 In the event of force majeure the permit issued for the set date would automatically be covered for the event to be hosted the following day, as long as WOMZA Admin Officials are notified electronically prior to the race commencement.

GRR 1.3 SUPPLEMENTARY REGULATION AMENDMENTS:

- 1.3.1 Once a permit has been approved and issued, any changes/amendments on the race day, these changes are to be made by the Clerk of the Course and Directors in writing;
- 1.3.2 The amendments are to be announced at Driver's Briefing and be posted for all officials and competitors to see or be sent out electronically to all entries of the day, when the change takes place.
- 1.3.3 Regional and National Championships events, WOMZA shall be entitled to issue a Bulletin in the interest of safety, Official changes and sport.

GRR 1.4 OUTSTANDING EVENT FEES:

- 1.4.1 No permit shall be issued, if the public liability invoiced amount is outstanding longer than 3 months dating from the 01 February annually.

GRR 1.5 POSTPONEMENT, ABANDONMENT OR CANCELLATION OF AN EVENT:

- 1.5.1 A meeting forming part of an event shall not be postponed, abandoned or cancelled later than 48 hours prior to the event being hosted;
- 1.5.2 In the event of entries being paid in advance, these shall be returned to the competitors;
- 1.5.3 If an event, the meeting is cancelled due to force majeure, the hosting promoter shall apply in writing to have the permit extended to another date within 48 hours, failing which the promoter shall be penalized and pay a minimum event fee of R1000.

GRR 1.6 PRESENTATION OF UNAUTHORIZED EVENTS:

- 1.6.1 Promoters found guilty of presenting events without applying for a permit or applying for the permit announcing the wrong information, will be regarded as breaching the regulation and will be fined up to R5000 (five thousand rand) by WOMZA.

1.6.2 Events hosted in the absence of a permit, the results of the event shall not constitute towards any championship points.

GRR 1.7 POST EVENT PROCEDURE:

1.7.1 The Promoter remains responsible for all post event reports and shall ensure they receive the completed and signed reports from the respective officials, these reports are to be sent to WOMZA within three days after the event;

1.7.2 Following a Championship event, the Race Director and Event Directors (Stewards) shall similarly complete a report and submit a copy to the Promoter and WOMZA within three days after the event;

1.7.3 Promoters are to forward the Official Sign on sheets together with Post Event Reports as this is used to update the Official register following each event;

GRR 1.8 OFFICIAL PRACTICES:

1.8.1 Promoters wishing to present official practice days, shall do so by applying for a permit;

1.8.2 Officials and Competitors entering the practice event are obliged to Sign On at documentation prior to the commencement of practice in order to validate the Personal Accident Assist benefits;

1.8.3 It shall be mandatory for competitors to pay an entry fees, these fees shall be announced by the venue/club.

1.8.4 Fire Extinguishers have to be set out;

1.8.5 All practices shall be under the supervision of an experienced official and at all times there shall be at least 3 officials on duty;

1.8.6 It is mandatory for Medical Crew to be present at the event with a minimum requirement of Radio / Cell phone contact and necessary medical jump bags, this ruling only applies if the nearest hospital is within 10 km from the venue;

1.8.7 Ambulance to be present.

1.8.8 Full race gear to be worn for unofficial and official practice sessions.

GRR 1.9 EMERGENCY SERVICES AT EVENTS:

1.9.1 MEDICAL SERVICES

Each category shall differ and have increased medical services – see category SR's

1.9.1.1 Mandatory minimum requirements for all status of events, appoint at least one qualified Paramedic with Assistants;

1.9.1.2 To have an ambulance on site for the full duration of the event;

1.9.1.3 In the event of only one ambulance present and should a patient need to be transferred to a hospital, an outside registered ambulance to transport the patient, leaving the employed ambulance on site in order for the event to carry on;

1.9.1.4 If the ambulance has to leave the venue with a patient, all racing to cease until the ambulance or replacement is in place;

1.9.1.5 Medical Service crew are obliged to sign on at the Secretary of the Day.

1.9.1.6 The Medical Service employed, shall provide proof that medical crew are covered by their own insurance.

GRR 1.9.2 TOW-VEHICLE SERVICE/PUSH VEHICLES –

Applicable to categories where required

1.9.2.1 Mandatory requirements for all status of events to have a tow vehicle service (break down) appointed at the event;

1.9.2.2. Tow Vehicle Members are obliged to sign on at the Secretary of the Day. Tow vehicle crew may purchase a WOMZA annual exposed official license or they need to provide proof of their own medical insurance cover;

1.9.2.3 Only two Members per Tow Vehicle/Push Vehicle will be permitted;

1.9.2.4 No Children under the age of 18 years old will be allowed on the infield and neither may they sit in the Tow/Push vehicle whilst parked on the infield or performing duties on the track once racing has commenced;

1.9.2.5 Tow vehicle staff, mandatory to wear Safety Vests at all time while on duty.

GRR 1.10 APPOINTMENTS OF OFFICIALS / MARSHALS:

1.10.1 Promoters are to appoint their own officials at club status events;

- 1.10.2 All higher status events, the promoter, category committee and WOMZA in concert shall appoint role playing officials, all other officials and marshals are to be appointed from the individual venues promoting the event;
- 1.10.3 In appointing role playing officials, WOMZA to ensure these members are graded/licensed accordingly to their appointed positions at the event.
- 1.10.4 It remains the responsibility of the Promoter, when employing foreigners, they provide a work permit, granting them the permission to work in South Africa.

GRR 1.11 REMUNERATION OF OFFICIALS:

- 1.11.1 Promoters or organizers are to negotiate their own scale of remuneration for all Officials and Marshals concerned for the day;
- 1.11.2 The Clerk of the Course shall be awarded remuneration in an honorary capacity, as their duties commence at the start of documentation through to after prize-giving and/or results being posted;
- 1.11.3 Officials shall be obliged to sign an agreement with the Promoter in respect of the agreed remuneration;
- 1.11.4 WOMZA may from time to time, recommend Official remuneration amounts, for the promoters to negotiate with the officials when appointing.
- 1.11.5 Travelling Officials, travel and accomodation to be covered by the hosting promoter.

GRR 2. EVENT PROGRAM & INDEMNITY

GRR 2. EVENT PROGRAMME AND INDEMNITY DISPLAYS

- 2.1 Promoters and Organizers are encouraged to present Programmes for higher status events.
- 2.1.1 The minimum information required to be included in the Programme: Permit no, race commencement and a copy of warning notice and indemnity;
- 2.1.2 Promoters shall not publish any competitors name into the programme if they had not received an entry for the competitor.
- 2.1.3 In all instances, sponsor names and logos are to be highly valued and be professionally displayed in Programme booklets;
- 2.1.4 Public Entry Tickets, should contain indemnity, printed on the reverse side: Recommendation:

STAY AWAY FROM THE BARRIERS AND PITS

WARNING – MOTORSPORT RACING IS DANGEROUS

In view of the high speeds attained by the competitors, accidents can happen. The Promoters and Organizers of this race meeting/event/competition cannot guarantee your safety. You are present at your own risk.

VRYWARING – MOTORSPORT WEDRENNE IS GEVAARLIK

Weens die hoe snelhede wat deur deelnemers bereik word, kan ongelukke gebeur. Die Promoters en Organiseerders van hierdie byeenkoms kan derhalwe nie die veiligheid van toeskouers waarborg nie. U is teenwoordig op u eie risiko.

ISILUMKISO – UKHUPHISWANO IWE-MOTO LUYINGGOZI

Kangangohlobo lokuba abaqgatsi abaqhuba iimoto ngamendu aphkamileyo nengozi zingenzeka. Abaxhasi nabgququzeli bolu khuphiswano abanaso isiqinisekiso sokuphepha kuwo wonke umntu ongumbukeli wolu khupiswano. Ngokuba apha umbomi bakho busengozini.

INDEMNITY

MOTORSPORT IS DANGEROUS - While the promoters and organizers of the race meeting have taken every possible precaution of the safety of the spectators, it is impossible to guarantee the safety in view of the high speeds attained by the competitors. Admission is therefore granted up on the clear understanding that any spectator attending the race meeting appreciates the risks involved and waives for himself/herself, his/her successors, assigns or dependents any claim or claims which he/she might save for the waiver, have against the promoters organizers or beneficiaries or the owner/lessor of this property, in respect of any injury or damaged, however arising which he/she may suffer while attending this race meeting.

VENUE INDEMNITY BOARDS:

- GRR 2.2 It will be compulsory for Promoters presenting events to display Indemnity boards around the venue, indicating that Motorsport Racing is dangerous and any person attending the event are doing so at their own risk;

GRR 3. PIT RULES & GRID BOARDS

GRR 3.1 PIT RULES AND GRID BOARD

In most cases, notice boards have been replaced with electronic communication

- 3.1.1 When using electronic methods, it shall be important for the person sending the message to save the message as these messages could be used as evidence in a hearing.
- 3.1.2 Grid Posting Boards / Notice Boards:
- 3.1.3 Grid posting boards are to be positioned in the pit area for easy access and viewing by the competitors and officials;
- 3.1.4 Pit Rules to be displayed in all pits;



GRR 4. OFFICIALS

GRR 4. OFFICIALS – DUTIES AND RESPONSIBILITY

4.1 OFFICIAL LICENSE AND INSURANCE:

- 4.1.1 All officials shall be licensed which includes their insurance for their specific or allotted duties at events;
- 4.1.2 All Officials and marshals shall identify themselves by signing-on, to activate the Personal Accident Assist insurances benefits;
- 4.1.3 No person under the age of 18 years old may act in an exposed capacity;

GRR 4.2 OFFICIALS GENERAL:

Officials and Marshal shall act in the interest of WOMZA and its Regulations at all times at events.

- 4.2.1 It will be mandatory for all Officials and Marshals to produce their license upon signing on for duty;
- 4.2.2 Be Timeous – should for any reason an official or marshal be late, send an electronic message or phone advising the reason for being late;
- 4.2.3 Officials are obliged to produce their license cards on request from the promoter, senior officials or competitors;
- 4.2.4 Officials may not undertake to perform duties which they are not experienced in, specifically in the capacities as, Scrutineers, Technical Consultants, Clerk of the Course and Event Directors;
- 4.2.5 Officials should be allocated to locations and duties with their individual experience and training;
- 4.2.6 Under no circumstances may an Official or Marshal give direct instructions to a competitor or a fellow official/marshal unless it forms part of their duties;
- 4.2.7 Officials acting as competitor representatives at hearings or enquiries, will only be permissible with the following conditions applicable:
- 4.2.7.1 In the event of an official being signed on at a particular event and a protest/appeal or Final appeal hearing arises/originates from the event, under no circumstances may that official represent a competitor;
- 4.2.7.2 An official may be called upon as a witness to validate the incident or circumstance relating to the hearing/enquiry;
- 4.2.7.3 In all positions signed on Officials shall act in the interest of WOMZA and the sport;
- 4.2.8 WOMZA Directors, Category Chairmen and WOMZA Staff, may at events intervene, when it has become evident, the Promoter and/or Officials are not adhering to procedures, which include rule application, safety and in the interest of the sport in accordance to the regulations.

GRR 4.3 OFFICIAL'S RESPONSIBILITIES AT EVENTS:

- 4.3.1 Officials under the age of 21 years old may not take up the capacity of Scrutineer, Technical Consultant, Clerk the Course or Event Director, they may however act as Assistants;
- 4.3.2 It is highly recommended that officials who are under the age of 21 years old and who have undertaken to write the appropriate exams to practice with experienced officials;

- 4.3.3 Role playing officials are the appointments of Event Directors, Race Directors, Clerk of the Course, Scrutineers and Technical Consultants;
- 4.3.4 Event Directors, Race Directors, Clerk of the Course, Scrutineers and Technical Consultants may not be involved with any competitor or race vehicle taking part in the event at which he/she is officiating;
- 4.3.5 Under no circumstances may any official including, a role playing officials, give advice, discuss or give out information regarding another competitor or competitor vehicle, they shall at all times remain uninvolved with competitors;
- 4.3.6 An off duty official, may not entertain a competitor, pit crew or family asking for rule assistance or advice, under no circumstances – each club secretary has a set of rules the competitor needs to look up their own rules
- 4.3.7 Officials specifically found breaching the above regulations shall, automatically be dismissed from their duties for a period of 3 months;
- 4.3.8 The penalty for an off duty official found breaching this regulation, shall be an automatic ban of 3 months, the same penalty to the competitor shall apply.
- 4.3.9 Officials, who have been aggrieved or abused at events, shall advise the Event Director or Clerk of the Course in writing, verbal grievances will not be acceptable;
- 4.3.10 Officials at all times shall apply the regulations and ensure that all safety standards are upheld.

GRR 4.4 MISCONDUCT OF OFFICIALS:

- 4.4.1 An official found guilty of misconduct, using abusive language or any form of misbehaviour by bringing the sport into disrepute shall be reported to the Clerk of the Course or Event Director appointed at the meeting;
 - 4.4.1.1 The Event Director will be obliged to hold a hearing and necessary action be taken at the event or the matter may be referred to WOMZA, vice versa, should the Event Director breach the regulations, the COC shall record same;
 - 4.4.1.2 In forwarding the matter to WOMZA, the Event Director or Clerk of the Course shall announce the decision and an inquiry into the matter will be held;
- 4.4.2 An official signed on for duties, who has immediate family members signed on as a competitor at the same event, shall be solely responsible for their own actions and vice versa, it follows that in the event of an official bringing the sport into disrepute in any manner, the signed on competitor will not be excluded or penalized for the officials actions, as each member is signed on respectively; Officials found guilty of breaching the regulations may be penalized or face duty exclusion for a set period, pending the findings of the hearing;
- 4.4.3 Oval track only: Officials who participate at events, as competitors shall at all times promote the regulations in order to maintain a high standard, permissible only at club status – this rule for Oval Track Racing with competitors less than 30 entries only.
- 4.4.4 The official shall not have the right to discourage competitors to breach the regulations in any manner;
- 4.4.5 Should the official be found guilty of this behaviour their positions will be reconsidered despite their positions held at WOMZA;
- 4.4.6 Should the above breach be exercised by senior officials or promoters a written complaint has to be submitted to WOMZA within 48 hours following the event or first working day after the event;

GRR 5. OFFICIAL APPOINTMENTS

GRR 5.1 EVENT DIRECTOR/S

5.1.1 APPOINTMENTS AT EVENTS:

- 5.1.1.1 Club status appointments: In order to perform Event Director duties the person must at least, have a working knowledge of the category of sport in which they intend working at;
- 5.1.1.2 Higher status events: Directors must at least hold a Clerk of the Course license to perform duties at championship events;
- 5.1.1.3 Any events presented higher than club status shall have a minimum of two Event Directors appointed and be present.

GRR 5.1.2 EVENT DIRECTORS GENERAL:

- 5.1.2.1 Directors shall in no way be responsible or be involved in the organizing of the meeting;

- 5.1.2.2 Club status events only - Promoters or Chairmen appointed as Directors shall discharge any executive duty in connection with their organization and shall be solely responsible towards World of Motorsport ZA acting in the interest of the sport, ensuring that safety regulations are met in respect of hosting events, the venue, Officials and Competitors;
- 5.1.2.3 Event Director have to report for duty one hour prior to the closing of documentation and scrutineering and their duty ends once the result protest times have lapsed after the last heat/event;
- 5.1.2.4 They shall furthermore, avail themselves on telephone until they arrive at the venue;
- 5.1.2.5 The Secretary of the Meeting shall supply the Director with a copy of the Supplementary Regulations, copy of the Permit, notices/Bulletins and if necessary a copy of the Category Regulations;
- 5.1.2.6 Upon signing on, the Director/s shall satisfy themselves that the conditions and regulations of the permit has been complied with;
- 5.1.2.7 Directors shall complete a post event Director report, noting the acceptance levels, shortcomings, protests and hearings from the event.

GRR 5.1.3 EVENT DIRECTOR DUTIES, POWERS AND RESPONSIBILITIES:

- 5.1.3.1 Event Director/s of the Meeting shall have general power and authority to enforce compliance with the Regulations and to adjudicate upon any Appeal arising during the meeting and in particular shall have power in accordance with these regulations to:
 - 5.1.3.2 Revoke the permit in the event of non-compliance together with the Clerk of the Course;
 - 5.1.3.3 Modify the Supplementary Regulations in exceptional circumstances, which shall be recorded in writing and be posted on the official notice board or grid board or by means of electronic communication with competitors;
 - 5.1.3.4 The Event Director in concert with the Promoter may authorize a change of official in the event of an official becoming ill, injured and/or failing to perform their duties as per the regulations;
 - 5.1.3.5 The Event Directors in fulfilling their duties concerning the safe conduct of an event, shall have overriding authority in matters of safety, and prior to them taking action shall convey their decision to the Clerk of the Course and Promoter/organizer as a matter of urgency;
 - 5.1.3.6 The Event Director shall have the overriding power of the Clerk of the Course and Promoter in the interest of safety regarding track conditions and all track safety aspects;
 - 5.1.3.7 In the case of force majeure or for reasons of safety, instruct the Clerk of the Course and Promote/organizer to resolve the matter, postpone or cancel the event which shall formally be recorded;
 - 5.1.3.8 Event Director/s may not be empowered to advise the Clerk of the Course what actions should be taken against a competitor for racing incidents; they shall strictly refrain from these actions;
 - 5.1.3.9 Deal with all allegations of racing misconducts and incidents referred to them by the Clerk of the Course;
 - 5.1.3.10 Similarly the Event Director must investigate any incident, or breach of Regulations, that they may observe or which is reported to them that is not in accordance with the regulations, this specifically excludes race related matters, as these issues are referred to the Event Directors by the Clerk of the Course;
 - 5.1.3.11 All status of events, the Clerk of the Course shall have the right to refer incidents to the Event Director, to establish a finding;
 - 5.1.3.12 The Event Director/s shall call for a formal hearing, with all parties taking all evidence into consideration of the event concerned only, following such a hearing the Event Director shall convey the findings to the Clerk of the Course, who shall in turn announce in writing the findings, this does not prevent the aggrieved competitor from protesting the Clerk of the Course decision;
 - 5.1.3.13 Event Director/s shall deal with all protests and hearings;
 - 5.1.3.14 After receiving a protest from a competitor or official and following a formal hearing the Event Director shall have the right to inflict a penalty of reprimand, fine, exclusion and/or suspension or afford a lighter sentence;
 - 5.1.3.15 Event Directors shall at all times allow all parties an equal right to state their case;
 - 5.1.3.16 At all times Event Directors shall act through the Clerk of the Course.
 - 5.1.3.17 The Event Director may call for additional evidence by way of viewing the appointed video videograper footage or on board footage of the competitor;

GRR5.2 RACE DIRECTOR

5.2.1 APPOINTMENT AT EVENTS:

- 5.2.1.1 Be appointed at all Championship events:

- 5.2.1.2 Hold a Clerk of the Course license in the category in order to assume this position;
- 5.2.1.3 The object of a Race Director is to assist the Clerk of the Course with their duties and ensure the smooth running of the event “behind the scenes”.
- GRR 5.2.2 DUTIES AND RESPONSIBILITIES:**
- 5.2.2.1 Control practice sessions in the absence of the Clerk of the Course and ensure that all safety infrastructures are in place;
- 5.2.2.2 He/she shall work in concert with the Clerk of the Course and report any form of shortcomings, official, competitor, crew or family misconduct etc;
- 5.2.2.3 The Race Director may not intervene with the decision of the Clerk of the Course or expose themselves as an observer for a race incident or any incident that may take place on the track;
- 5.2.2.4 Ensuring that pit rules are met at all times by competitors and officials;
- 5.2.2.5 Ensuring that the correct point scoring system is being used;
- 5.2.2.6 Ensuring that the grids are correctly posted timeously by the lapscorer;
- 5.2.2.7 Ensure that all marshals are in position
- 5.2.2.8 Support the Event Director with a protest as a second member.
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- GRR5.3 CLERK OF THE COURSE**
- GRR 5.3.1 APPOINTMENT AT EVENTS:**
- 5.3.1.1 A Clerk of the Course shall be licensed and graded with WOMZA, prior to performing Clerk of the Course duties at events irrespective of the status;
- 5.3.1.2 The duties of the Clerk of the Course starts at the opening of documentation and concludes when the results have been finalized, the protest time having expired, all protests and appeals dealt with, and any post event inspections of vehicles or components have been completed and reported upon, with necessary findings been distributed to the parties concerned.
- GRR 5.3.2 CLERK OF THE COURSE GENERAL:**
- 5.3.2.1 The Clerk of the Course has overall responsibility for the general conduct and control of an event in accordance with the Regulations, Programme and Organizing Permit;
- 5.3.2.2 Ensure that all officials are provided with the necessary race information in order to perform their duties;
- 5.3.2.3 Make arrangements with the Secretary of the Meeting to satisfy the Clerk of the Course that all competitors and officials are licensed according to the status of the event;
- 5.3.2.4 The Clerk of the Course shall be stationed throughout the duration of the event at the start finish line and be in an elevated position, higher than the track level for most categories except for Roaming categories.
- GRR 5.3.3 CLERK OF THE COURSE DUTIES, POWERS AND RESPONSIBILITIES:**
- 5.3.3.1 Apply general race regulations and safety regulations;
- 5.3.3.2 Supervise all starts and instruct the Starter to abort starts;
- 5.3.3.3 Stop races in the interest of safety;
- 5.3.3.4 Advise competitors with the least delay any discrepancies, breach of rules and penalties which had been applied;
- 5.3.3.5 Advise the Event Directors of any breach of regulation and actions taken, may it be a competitor, officials and promoter/organizer;
- 5.3.3.6 Advise the Timekeepers/Lapscorers of any point penalties or exclusions with the least delay;
- 5.3.3.7 The Clerk of the Course may halt a vehicle if the vision of the competitor has become obscured, or if any body parts are hanging or dislodging from the vehicle as per the category’s regulations;
- 5.3.3.8 In the event of a competitor receiving an exclusion following a heat due to a race incident, it shall be the duty of the Clerk of the Course to first hold a hearing, taking all parties view point into consideration prior to the exclusion;
- 5.3.3.9 In the event of the Clerk of the Course being unable to perform such a hearing due to race time constraints, the Clerk of the Course shall immediately forward a referral to the Event Directors who shall exercise the hearing and forward the findings to the Clerk of the Course for a decision to be made:
- 5.3.3.10 Advise the competitor in writing any exclusions, point penalties or fines;
- 5.3.3.11 The Clerk of the Course shall be empowered to order a vehicle or vehicles to be sent to Parc Ferme and be stripped for compliance with the said class regulations;

- 5.3.3.12 The Clerk of the Course shall remain at the Parc Ferme until the findings have been given to them in order to give relevant findings to all parties concerned;
- 5.3.3.13 Event results are to be checked by the Clerk of the Course, signed off, timed and dated, without delay, in order for the results to be timeously posted;
- 5.3.3.14 Complete the Post Event Report.

GRR5.4 JUDGE OF FACTS / OBSERVERS:

5.4.1 APPOINTMENT AT EVENTS:

- 5.4.1.1 Judge of Facts / Observers are to be appointed for all championship events;
- 5.4.1.2 Judge of Facts / Observers appointed at these events shall all have the qualification of a Clerk of the Course;
Judge of Facts shall carry a specific duty;

5.4.2 OBSERVER & JUDGES DUTIES AND RESPONSIBILITIES:

- 5.4.2.1 Observer duties shall be conducted in the manner assigned to them by the Clerk of the Course and be in radio contact throughout the event;
- 5.4.2.2 Report immediately any infringement of the regulations by a competitor to the Clerk of the Course as soon as time permits;
- 5.4.2.3 The Clerk of the Course may request an Observer to complete an incident report on what they had observed, which may be used in hearings;
- 5.4.2.4 Judge of Facts observations shall be conveyed to the Clerk of the course and a finding to be given accordingly.
- 5.4.2.5 Jump Start Judge of Facts – a breach of a jump start shall be conveyed to the COC, who shall apply the penalty on a competitor/s;
- 5.4.2.6 Video judge of Fact – Shall only act upon the instruction of the COC to obtain information with regards to a specific incident;
- 5.4.2.7 Video Judge of Fact would relay the finding to the COC and it shall be the sole decision of the COC to take action according to the category regulations;
- 5.4.2.8 Video Judge of Fact, under no circumstances, may footage be shown to the competitor in the absence of the permission of the COC or Event Director.

GRR5.5 STARTER:

5.5.1 APPOINTMENT AT EVENTS:

- 5.5.1.1 Starters are not graded, however, they shall be familiar with the category regulations;
- 5.5.1.2 Championship events, Assistant Clerk of the Courses shall act as Starters.

5.5.2 STARTER DUTIES AND RESPONSIBILITIES:

- 5.5.2.1 Act in concert with the Line-up Marshall ensuring that the grids are in the correct positions and apply the start procedure;
- 5.5.2.2 Confirm the number of laps, rounds or stages as per the Catergoy Supplementary Regulations;
- 5.5.2.3 Correctly start and finish races;
- 5.5.2.4 Ensure that the means of starting, whether flags or robots are in good working order;
- 5.5.2.5 In all instances where robots are used, a full set of flags should be kept on hand in an event of electrical failure;
- 5.5.2.6 Together with the Clerk of the Course ensure that the correct signals are given;
- 5.5.2.7 Only act in accordance with instructions given to him by the Clerk of the Course.

GRR5.6 SCRUTINEER:

5.6.1 Appointment at events:

- 5.6.1.1 The appointment of a scrutineer shall be based on practical experience;
- 5.6.1.2 It shall be mandatory for trainee scrutineers to undergo at least 3 event supervision from an experienced scrutineer, prior to them being permitted to act in the full capacity as a scrutineer;
- 5.6.1.3 In the absence of a qualified scrutineer a Trainee scrutineers, may assume their positions, under the full supervision of the Clerk of the Course appointed at the event;
- 5.6.1.4 Hold a license and experience in accordance to the status of the event; Number of Scrutineers to be appointed:
- 5.6.1.5 1 x Scrutineer for every 30 vehicles entered, based on 5 minutes per vehicle granting total time of scrutineering at 2h30min;
- 5.6.1.6 Signature Events, Regional & National Championship events, 1 x Scrutineer per every 20 vehicles;

GRR 5.6.2 SCRUTINEERS GENERAL:

- 5.6.2.1 Scrutineers acting as trainees may under no circumstances sign off a competitor scrutineering book, if they do not hold a scrutineering license, this shall remain the responsibility of the chief scrutineer, unless circumstances as per 5.6.1.3;
- 5.6.2.2 Trainee Scrutineers will be guided by the Chief Scrutineer, to obtain on-the-job training and experience while progressing towards an official appointment as Scrutineer;
- 5.6.2.3 It will be the responsibility of the Chief Scrutineer to submit a written recommendation after 3 events to the promoter approving/disapproving the member concerned;
- 5.6.2.4 Prior to commencement of scrutineering, ensure that the competitor had completed documentation, by checking the scrutiny book;
- 5.6.2.5 Scrutineers may not convey or discuss any information obtained at scrutineering, which includes, any part of the vehicle or vehicle faults, to any competitor or member it shall be regarded as a breach of rule, disciplinary action will be taken by the Clerk of the Course and Event Director;

GRR 5.6.3 SCRUTINEER DUTIES AND RESPONSIBILITIES:

- 5.6.3.1 Be responsible for checking the mechanical state of the vehicles both in regard to compliance with the requirements of these Regulations, in the Supplementary Regulations and in the interest of safety;
- 5.6.3.2 No vehicle may be scrutinized whilst inside an enclosed trailer;
- 5.6.3.3 Ensure that vehicles meet the requirements in respect of engine size and eligibility of the class;
- 5.6.3.4 With the commencement of the scrutiny first check that all previous detailed defaults had been rectified;
- 5.6.3.5 Noting scrutineering time which the vehicle passed scrutiny in the scrutiny book;
- 5.6.3.6 Affixing a scrutineering sticker to each vehicle that has passed scrutineering;
- 5.6.3.7 Brakes and Brake Lights shall specifically be checked ensuring that brakes and lights are operational at all times during the event for car categories;
- 5.6.3.8 Require a competitor to seat himself/herself in the vehicle to determine suitable safety features such as the roll cage and the safety belts, applicable to the category;
- 5.6.3.9 Checking the condition and fittings of all fuel hoses, both feed and return lines;
- 5.6.3.10 Examine the exterior of the vehicle ensuring that the competition number has been displayed according to the regulations and ensuring that the vehicle is free from distasteful slogans / stickers / advertising etc. and that all sponsorship names are displayed tastefully;
- 5.6.3.11 Ensure that all tyres are marked, if required, and checked during the event;
- 5.6.3.12 Advise the competitors and clearly noting in the scrutiny book of any fault(s) that were detected;
- 5.6.3.13 Examine the competitor's race wear and in particular the helmet, for broken or torn straps, visible cracks on the visor and helmet itself;
- 5.6.3.14 Any vehicle or competitor race gear found to be unfit shall be referred to the Clerk of the Course, who together with the competitor Technical Consultant and/or Event Director collectively has to make a decision on accepting or affording repair time or total exclusion, the findings shall be noted in writing;
- 5.6.3.15 For minor defaults afford the competitor an opportunity of remedying such shortcoming by no later than 30 minutes after the end of documentation or scrutiny;
- 5.6.3.16 Under no circumstances may a monetary penalty be issued in an event of the vehicle or race gear being unsafe, be implied;
- 5.6.3.17 Be responsible for the Parc Ferme and other designated areas used during pre- race examination of vehicles;
- 5.6.3.18 Re-examine any vehicle that was involved in an incident/accident that caused structural damage to the vehicle and was serious enough to prevent the competitor from completing the practice, qualification or race;
- 5.6.3.19 Re-examine any vehicle as and when instructed to do so by the Clerk of the Course;

GRR5.7 TIMEKEEPERS AND LAPSCORERS:

GRR 5.7.1 APPOINTMENT AT EVENTS:

- 5.7.1.1 Timekeepers and Lapscorer positions are based on practical experience;
- 5.7.1.2 Championship events, promoters/organizers shall appoint their own Timkeeper / Lapscorers and be mindful that these appointees are experienced in dealing with the scoring of larger fields.

GRR 5.7.2 TIMEKEEPERS AND LAPSCORERS GENERAL:

- 5.7.2.1 Be seated in such a manner that it is possible to accurately measure the time taken by the competitor to complete a lap;
- 5.7.2.2 Most categories, timekeepers and Lapscorers have to be positioned in sight of the start/finish line;
- GRR 5.7.3 TIMEKEEPERS AND LAPSCORERS DUTIES AND RESPONSIBILITIES:**
- 5.7.3.1 Timekeepers shall record all lap times and forward same to the Lapscorers; Lapscorers shall:
- 5.7.3.2 Note qualifying times;
- 5.7.3.3 Prepare grid positions;
- 5.7.3.4 Post grid positions.
- 5.7.3.5 Record the competitor's positions at the end of each lap of each race of the event, including;
- 5.7.3.6 Recording any competitors who may have withdrawn themselves from a race;
- 5.7.3.7 Recording times of completion of race;
- 5.7.3.8 Recording any point deductions, exclusions by the Clerk of the Course;
- 5.7.3.9 Prepare and record the results of each race;
- 5.7.3.10 Complete result sheets for distribution to competitors throughout the event;
- 5.7.3.11 In an event of a race being cautioned and placed under yellow flag or stopped, prepare the grid positions for the Clerk of the Course without delay;
- 5.7.3.12 Prepare the result sheets to be posted at the end of the event;
- 5.7.3.13 Submit the final results to the Clerk of the Course to sign off prior to posting the results;
- 5.7.3.14 Once the COC has signed off the results, under no circumstances may the results be amended, without the permission of the COC or a protest;
- 5.7.3.15 Once prizegiving has been completed the results are deemed final;
- GRR5.8 CHIEF MARSHAL AND MARSHALS:**
- 5.8.1 **APPOINTMENT AT EVENTS:**
- 5.8.1.1 All Marshals shall hold an official license, prior to them been appointed as Marshals;
- 5.8.1.2 Marshals - no persons under the age of 18 is permitted to work in exposed positions;
- 5.8.2 MARSHALS GENERAL, DUTIES AND RESPONSIBILITIES: CHIEF MARSHAL GENERAL:-**
- 5.8.2.1 Perform their duties in conjunction with the Clerk of the Course;
- 5.8.2.2 Check all fire extinguishers service and expiry dates together with the Clerk of the Course;
- 5.8.2.3 Ensure that fire fighting equipment is readily available and correctly placed;
- 5.8.2.4 Ensure that the equipment is ready for oil spills, for example, brooms, spades etc;
- 5.8.2.5 Ensure that the Marshals perform their duties correctly during the race meeting;
- 5.8.2.6 Be in charge of recovery vehicle operations;
- 5.8.2.7 Ensure all Infield Marshals stand 15m back from the race line or as stipulated by the category SSR's.
- GRR5.8.3 FIELD / FIRE MARSHALS:**
- 5.8.3.1 Pay attention to the racing on the track and not at any stage turn their backs on the racing;
- 5.8.3.2 Following instructions given by the Clerk of the Course to caution the race;
- 5.8.3.3 Deploy the appropriate flags to the competitors on the instruction of the Clerk of the Course or Starter;
- 5.8.3.4 Field Marshals may not deploy a red flag or caution flag without observing the Clerk of the Course or Starter;
- 5.8.3.5 Field Marshals are only permitted to deploy the yellow flag in a stationery position upon debris on the track;
- 5.8.3.6 In the vicinity of the Marshals post, as soon as possible, following an accident ascertain whether the competitor requires medical attention and indicate to the Clerk of the Course, by crossing over his arms held high up in the air or crossing over two flags;
- 5.8.3.7 In an event of an accident stand ready with the fire-extinguishers whilst the vehicle is being removed from the track or whilst medical crew are aiding the competitor;
- 5.8.3.8 In an event of an accident and the competitor requiring medical treatment, assist with crowd control, giving the medical crew space to work with the patient;
- 5.8.3.9 Exercise any instruction given to him by the medical organization, the chief marshal, the Clerk of the Course or the Director with the least delay;
- 5.8.3.10 Assist with the removal of debris from the racetrack when it is safe to do so, with the least delay;
- GRR5.8.4 PIT MARSHAL:**

- 5.8.4.1 To man the pit gates, ensuring that nobody other than themselves operates the gates and no competitors or spectators enter the track whilst the gate is open;
- 5.8.4.2 Ensure that the pit gates are closed and secured whilst racing had commenced;
- 5.8.4.3 Ensure that nobody stands behind the gates or behind pit lane walls in the absence of a debris fencing whilst the racing has commenced;
- 5.8.4.4 Assist the Infield Marshals to clean up excess debris or assist with the clean-up of oil spills – dependant on category;
- 5.8.4.5 Assisting the Paddock Marshal to maintain orderly conduct in the paddock/pit area;

GRR 5.8.5 PADDOCK MARSHAL – OVAL TRACK RACING

- 5.8.5.1 Maintain orderly conduct in the paddock/ pit area;
- 5.8.5.2 Request competitors to assemble in their respective grid position on the dummy grid, prior to each heat;
- 5.8.5.3 Once the competitors have lined-up on the dummy grid, it shall remain the competitor’s responsibility to ensure their seat belts, helmets are fastened and wearing gloves, the Paddock Marshal may do random checks, however, the Paddock Marshal cannot be held responsible for lack of application by the competitor in respect of safety wear or fastening of seat belts.
- 5.8.5.4 Advise the Clerk of the Course or organizers any refueling system that is unsafe or hazardous in their opinion;
- 5.8.5.5 Check that each vehicle entering the track had been approved by the Scrutineers by way of a sticker;

GRR5.9 TECHNICAL CONSULTANTS:

Technical Consultants who are appointed by the Promoter Committees for the purpose of the Technical and Construction rules are not the same as event appointments, however, they may be appointed, especially for championship events:

GRR 5.9.1 APPOINTMENT AT EVENTS:

- 5.9.1.1 Technical Consultants may only be appointed if they have suitable qualifications to enable them to check compliance with specifications, applicable to vehicle type.

GRR 5.9.2 TECHNICAL CONSULTANT DUTIES AND RESPONSIBILITIES:

- 5.9.2.1 Technical Consultants are empowered to check the eligibility of vehicles regarding compliance with the specific Technical Regulations and to undertake any mechanical measurements or examination as required;
- 5.9.2.2 The Technical Consultant shall report the findings only to the Clerk of the Course and competitor with the least delay and may not convey their findings to any other person;
- 5.9.2.3 It shall remain the responsibility of the Clerk of the Course to give the competitor a written finding and penalty applicable;
- 5.9.2.4 WOMZA appointed TC’s shall have the further powers to instruct the Clerk of the Course, following a finding in respect of technical and construction regulations to exclude a vehicle for irregularities at championship events;
- 5.9.2.5 Observe all races at the event and advise the Clerk of the Course of vehicles whose performances gave rise to doubts regarding their compliance with technical regulations;
- 5.9.2.6 Any part/s, components found not to comply to the class regulation, the TC shall apply the ruling based on the regulations on the day;
- 5.9.2.7 These matters exclude any external findings known as “cosmetics”, unless it has been found the competitor changed external matters after scrutineering;
- 5.9.2.8 Should further investigation be required, the TC shall forward the matter to the WOMZA Technical Consultant Group and they may amend the rule in a circular form thereafter only.

GRR 5.10 SECRETARY

5.10.1 APPOINTMENT AT EVENTS:

- 5.10.1.1 Promoters shall appoint their own Secretary of the Meeting;
- 5.10.1.2 The Secretary shall be familiar with the category Regulations.

5.10.2 SECRETARY DUTIES AND RESPONSIBILITIES:

- 5.10.2.1 The Secretaries duties shall commence at opening of documentation and end once all the necessary reports have been completed;
- 5.10.2.2 Prepare and present all documentation for the event;
- 5.10.2.3 Allocate a Competitor Sign on sheet for each class;
- 5.10.2.4 Allocate an Official Sign on sheet for Officials;
- 5.10.2.5 Be responsible to examine Competitor and Official current licenses;
- 5.10.2.6 Record the times of each competitor's entry;
- 5.10.2.7 Accept and receipt Entry Fees where applicable;
- 5.10.2.8 As far as possible assist the competitors with the signing on;
- 5.10.3 Competitors who fail to produce their license, proving their eligibility for the meeting shall be reported to the Clerk of the Course;
- 5.10.4 Ensure that all Officials, Marshals, Tow vehicle services and Medical Crew sign-on;
- 5.10.5 Supply the competitor and their pit crew access identification stickers, allowing them access into the pit area or other restricted areas;
- 5.10.6 The Secretary shall produce the Official Sign-On Sheet to the Clerk of the Course who shall announce the Officials of the day at Driver's Briefing or Electronically;
- 5.10.7 The Secretary of the meeting shall assist the Clerk of the Course in compiling the post-report;

GRR 6. COMPETITORS

GRR 6. COMPETITOR PARTICIPATION AND INVITATIONS

- 6.1 Promoters/Organizers inviting other clubs shall do so by means of an official written invitation, for all status of events;
- 6.2 In return the invited club shall forward a list of entries to the hosting club, noting the competitor names, car numbers, license numbers and classes;
- 6.3 Clubs/Promoters shall be obliged to list competitor name/s which may be under suspension or ban;
- 6.4 Hosting clubs receiving an official list of entries from the club shall be sufficed to prove that the clubs are aware of their competitor participation;
- 6.5 Competitors wishing to participate at other clubs shall obtain approval from their home based club first, failing which the club would be entitled to penalize the competitor according to these regulations and the club's constitution;
- 6.6 Competitors may not participate at other club events if their home base club is presenting an event;
- 6.6.1 In the instance of a competitor campaigning two different vehicles in different classes and clubs, it shall remain the competitor's choice which class he/she wishes to campaign in, this ruling is strictly for this application only;
- 6.7 Once the permit had been approved the hosting club shall forward a copy of the Supplementary Regulations to the various clubs, which shall contain, date, times, entry fees, official names and any other amendment applicable to the event concerned. (Promoters may, not change or amend technical and construction regulations);
- 6.8 For higher status events than club events, there shall be a closing of entry date and time, reference to the championship regulation should be made in this respect;

GRR 7. COMPETITORS DUTIES AND RESPONSIBILITIES

7.1 PRE-EVENT PROCEDURE RESPONSIBILITY:

- 7.1 Competitors shall:-
 - 7.1.1.1 Obtain details of the event which they plan to enter into from their own Promoter;
 - 7.1.1.2 Abide to the times as per the regulations and permit issued;
 - 7.1.1.3 Championship events, be required to pre-enter online and pay the necessary entry fees;
- 7.1.2 Pre-entry:
 - 7.1.2.1 Pre-entry is an offer made by an intending competitor to enter a particular event;
 - 7.1.2.2 Once the entry form is received by the organizer, it is deemed that the competitor has entered into a contract with the organizer which binds the competitor to take part in the competition for which he/she has entered.
 - 7.1.2.3 Furthermore, it binds the organizer equally to fulfil towards the competitor all conditions of the entry;
 - 7.1.2.3 The exception for a breach of the entry will be for force majeure cases; or
 - 7.1.3 The competitor advising the organizer in writing (by way of electronic form) of an unforeseen private commitment. Or
 - 7.1.3.1

- 7.1.3.2 The competitor not fulfilling his entry by not paying the entry fee;
- 7.1.3.3 Promoters/Chairman have the rights to refuse an entry, which will be done in writing and without reason;
- 7.1.3.4 Promoters/Chairman rights to refuse an entry only exists for club status events;
- 7.1.3.5 WOMZA shall have the sole rights on a refusal of entry at Regional and National Championship status only;

GRR 7.1.4 DAY OF THE EVENT WITH THE SECRETARY OF THE MEETING:

- 7.1.4.1 Be solely responsible for ensuring they sign on at documentation into the correct class which they intend participating in;
- 7.1.4.2 Failure of the guardian (deemed the competitor) or competitor signing on in the wrong class shall be deemed that the competitor was a late entry and will forfeit favourable grid positions;
- 7.1.4.3 Penalty to be awarded to the competitor for failure of guardian signing on
- 7.1.5 Produce their Competition license and Scrutineering Book;
- 7.1.5.1 Failure to produce competition license and scrutineering book, will result in the competitor not being entitled compete at the event;
- 7.1.5.2 Secretaries shall be entitled to charge the competitor a fee, in the event of the scrutineer book being left behind or lost;
- 7.1.6 Only one pit mechanic per driver allowed, the competitor shall note the Pit mechanics name on the sign on sheet when signing in at an event;
- 7.1.7 Pay the relevant entry fees or produce receipt of Entry Fee paid online;
- 7.1.8 Ensure they obtain their scrutineering sticker, which is to be handed to the Scrutineer;
- 7.1.9 Ensure they receive the necessary access tickets into the pits for themselves and their crew;

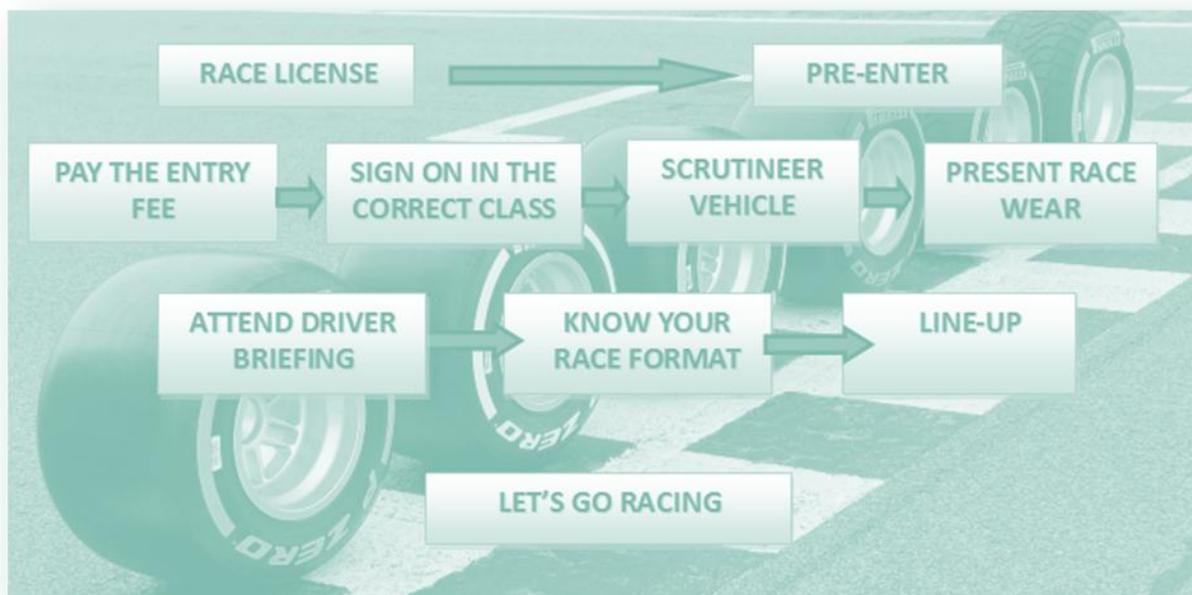
GRR 7.2 SCRUTINEERING RESPONSIBILITIES:

- 7.2.1 Present their vehicles in a clean condition for scrutineering;
- 7.2.2 Be fully responsibility for the vehicle in which he/she intends participating complies with the class rules and regulations;
- 7.2.3 Vehicles being towed in closed trailers, will have to be taken out of the trailer in order for the vehicle to undergo successful scrutineering;
- 7.2.4 Competitors are to ensure that once their vehicles have passed scrutineering the sticker which is allocated to them be placed visibly on the vehicle throughout the event;
- 7.2.5 In the event of a vehicle failing scrutineering either by way of the scrutineer declaring the vehicle unfit in respect of safety, technical or class regulation, the Scrutineer shall be entitled to afford the competitor time to repair;
- 7.2.6 The competitor concerned shall accept and respect the findings of the Scrutineer;
- 7.2.7 The Clerk of the Course may choose to, obtain advice from the Technical Consultant and/or Class Representative in order to have the matter finalized, of which the competitor would be advised;
- 7.2.7.1 Following the findings from the hearing, should the vehicle be excluded due to safety reasons, this may not be protested;
- 7.2.7.2 Or, following the findings from the hearing should the vehicle not comply with the class regulations, the panel may afford the competitor an opportunity of entering into a higher class;
- 7.2.7.3 Additionally, to item 7.2.7.2, should the class requirement be that a vehicle's engine has to be sealed and a particular vehicle is not sealed, with the permission of the COC, the competitor may enter the event, compete in the class, they will pull away last in all the heats, they will not earn points and may not receive any awards;

GRR 7.3 GENERAL RESPONSIBILITIES:

- 7.3.1 The competitor holding a WOMZA license shall assume the responsibility of the vehicle he/she wishes to enter into an event, that the vehicle at all times complies with all the regulations and specifications pertaining to the event entered and to the category of event/competition;
- 7.3.2 In all instances it shall remain the rights of a competitor to protest and appeal, with the understanding the competitor complies to the set regulations set herewith in these regulations, relating to the correct completion of the protest or appeal in all forms, failure to the protest or appeal meeting the regulations, the protest or appeal may be deemed inadmissible;
- 7.3.3 **Reserved**
- 7.3.4 Ensure they adhere to documentation, scrutineering, drivers briefing and race commencement times;

- 7.3.5 Failure to attend drivers briefing, will result in the competitor been excluded for the event;
- 7.3.6 Refrain from interfering with officials;
- 7.3.7 Competitors and their pit crew are to obey all pit rules;
- 7.3.8 Be responsible for the behaviour of their families and pit mechanic;
- 7.3.8.1 Competitors are to obey and respect each venue's pit rules, as some venues do not permit families eg.,wives and children in the pits, this ruling is well supported by WOMZA;
- 7.3.9 Misbehaviour and abusive language will not be tolerated, competitors, family or their pit crew are reminded that severe actions would be taken against them;
- 7.3.9.1 Physical encounters would result in an automatic ban of no less than 6 months extending to life ban, depending on the circumstances;
- 7.3.9.2 Officials may choose to hold a hearing in respect of physical and verbal encounters and may extend and impose a more severe sentence on the ban;
- 7.3.9.3 The consumption of alcohol is not permitted for any competitor, 8 hours prior to the race commences or to consume alcohol whilst taking part in an event, including after the event, up until protest times have lapsed and/or the trophies been awarded;
- 7.3.9.3.1 In the event of a competitor lodging a protest or appeal after the event or if the competitor is waiting an outcome of a protest or appeal, the competitor may not consume alcohol as the protest or appeal, will be regarded as inadmissible;
- 7.3.9.3.2 Any person associated with a competitor interferes with the officials or fellow competitor causing unnecessary trouble or problems for the events officials, may the person be sober or under the influence of alcohol, may have action taken against the competitor;
- 7.3.9.4 Consumption of alcohol whilst in race wear: If a competitor has withdrawn from the race event, they may not consume alcohol in their race suites, especially whilst the race event is still in progress, these actions lend themselves to a disciplinary action been taken against them;
- 7.3.9.5 The use of illegal substance is not permitted on race days, competitors who are tested for the use of illegal substance and shows positive will be excluded for the event.
- 7.3.10 In receiving a ban, the banned competitor may not participate in any event, by way of signing on as a pit mechanic, an official or any other position at any WOMZA sanctioned event for the period of the ban;
- 7.3.10.1 Each venue shall have the right to exercise the "right of admission" held against such a ban competitor;
- 7.3.11 Competitors who feel aggrieved or are provoked in any manner by other competitors, pit crew or family members are obliged to report the matter to the Clerk of the Course without delay, appropriate action has to be taken by the officials accordingly;
- 7.3.12 Competitors may not smoke whilst racing or practicing;
- 7.3.12.1 No Smoking permitted in the pit area;
- 7.3.12.2 Competitors, pit crew, family or officials may not make a fire or have an open fire in the pits, which includes gas braai's;
- 7.3.13 It shall remain the responsibility of the competitor to check the notice board or Whatsapp to establish their grid positions, furthermore, they shall familiarize themselves with the race formats and/or methods in which the organizers use to replace notice boards of the event;
- 7.3.13.1 Competitors who are not in their correct grid positions on the track, when the start flag is dropped shall forfeit all rights to oppose their incorrect positions;
- 7.3.13.2 It is not the duty of the starter or line-up marshal to ensure correct grid positions once on the grid on the track;
- 7.3.14 Prior to entering the final/last heat, ensure their points are correct for Heat 1 and 2, following the finals check their final points. Refer to the time limit regulation.



GRR 7.4 RECEIVING FLAGS OR SIGNALS:

- 7.4.1 Warning Flag - a competitor receiving a warning has been placed under observation by the Clerk of the Course for an offence within that particular heat;
- 7.4.2 The competitor shall report to the Clerk of the Course immediately following the race to establish the reason – failure to report to the Clerk of the Course will result in exclusion for further racing at the event;
- 7.4.3 Reserved
- 7.4.4 Black Flag with Orange Dot – the competitor shall pull to the infield/off track immediately as the Clerk of the Course is of the opinion the vehicle has a defect;
- 7.4.5 Competitors receiving this flag shall give attention to the defect prior to them entering into the following heats;
- 7.4.6 Time Limits, Penalties and Protest refer to Category SSR's.

GRR 7.5 PIT CREW

- 7.5.1 Pit Crew must display their Pit Crew identification given to them by the organizers; Pit Crew shall not assist or help any unauthorized person to gain access in the pit area;
- 7.5.2 No Pit Crew permitted on the track without the consent of the Clerk of the Course;
- 7.5.3 Vehicles been sent off for repairs, Pit Crew shall remain at the mouth of the Pit Gate to work on the vehicle or to the demarcated area as per the category SR's;
- 7.5.4 Pit Crew shall refrain from interfering with officials or fellow competitors and pit crew or members of the public and may not make derogatory remarks;
- 7.5.4.1 Pit Crew found breaching GRR7.5.4 shall result in the officials taking action against the Crew and the competitor – the general penalty towards the competitor shall be a minimum of a 3 month yellow card – each instance shall be dealt with on merit basis and the penalty may increase to a ban;
- 7.5.5 Physical encounters or verbal abuse will result in the pit crew or family be banned from the venue, for a minimum period of 6 (six) months, the promoter and organizer reserves their rights and may exercise Rights of Admission to further events.

You've gotta respect everybody. If they race hard against you, you've got to race hard against them. It's very simple; if there's respect both ways, there's no problem

OVAL TRACK STANDARD SUPPLEMENTARY REGULATIONS – DIRT AND TAR

Oval Track Racing is generally a 400m length track in an oval shape.

Track surface is either dirt or asphalt.

NATIONAL HOTROD TOUR regulations, see end of rules as an annexure

OT 8. EVENT REGULATIONS

OT 8. EVENT REGULATIONS

OT 8.1 GENERAL EVENT RULES:

- 8.1.1 Pit area - Co-operation from all is required in terms of safety in the pits.
- 8.1.2 No Smoking permitted in the pits;
- 8.1.3 No open fires permitted in the pits, which shall includes, braai's and gas braai's;
- 8.1.3.1 Alcohol prohibited in pit area;
- 8.2 Promoters, Officials, Competitors and Pit Crew may not consume alcohol at events which they are performing duties at or presenting;
- 8.3 All pits are to be fenced off sufficiently from the public areas;
- 8.4 FIRE EXTINGUISHERS:
A minimum of 12 Fire Extinguishers required at events for Oval Track Racing, see SR's for each category requirement on Fire Extinguishers;
- 8.4.1 Fire extinguishers are compulsory in pit area;
- 8.4.2 Additionally, it would be recommended to have three (3) water buckets available in the pit area, over and above minimum of 4 extinguishers required for the pits;
- 8.4.3 There shall be a minimum of 6 extinguishers on the infield, 2 at the start finish line, 4 at the Pit Gate;
- 8.5 Proper Pit gate design and effective closing mechanism installed;
- 8.5.1 Nobody is permitted to stand behind the gate whilst racing has commenced, this includes the Pit Marshal;
- 8.6 NO unauthorized people are permitted on the in-field of the track during a race;
- 8.6.1 All Marshals, Tow Vehicle staff, push car drivers and parents standing on the infield, shall wear a reflector jacket, the COC shall have the right to remove any person not wearing a reflector vest from the infield;
- 8.7 No event shall proceed if the ambulance or a medical transport vehicle and trained paramedics are absent;
- 8.7.1 Breakdown/recovery vehicles have to be present at events;
- 8.8 The WOMZA representative/event director/class captains, the Clerk of the Course and club chairmen are expected to intervene at club events, if the above or any other safety measures are founded to be sub standard;

OT 8.9 COMPETITOR AND VEHICLE ENTRIES:

- 8.9.1 Competitor may not enter two vehicles into the same class;
- 8.9.2 Dirt Oval only: Competitors may enter the same car into two different classes, as long as the class regulation makes provision, for club status event only;
- 8.9.2.1 Tar Oval only: Competition vehicles may only be entered in one class at each event. Entering of vehicles to be raced in two different classes is not permissible sharing a vehicle between competitors is therefore not permitted;
- 8.9.3 Competitors may enter different vehicles into different classes;
- 8.9.4 No change of driver will be permitted;
- 8.9.5 No change of vehicle permitted once the competitor has come under starter orders, either qualifying times or the first heat, whichever is first;

8.9.6 Minor competitors competing in a junior type class – should any of these competitors wish to compete in a “higher class”, once these competitors have moved up a class, they will not be permitted to return to the junior class.

OT 8.10 PRIZEGIVING AND AWARDS:

8.10.1 Prizegiving will be held one hour following the completion of the final heat of all the classes;

8.10.2 Competitors are responsible in collecting their own awards;

8.10.3 In the event of the competitor being unable to collect his awards, he/she shall make necessary arrangements with the promoter advising who the person would be receiving the award on their behalf;

8.10.4 Failure of such an arrangement will result in the competitor forfeiting his award; Promoters are entitled to increase awards at their own discretion;

8.10.5 Where officials are in receipt of a protest following the final heat, that particular class may not be awarded their awards until the protest had been dealt with – subject to protest and findings;

OT 9. RACE REGULATIONS APPLICABLE TO ALL EVENTS

9.1 RACE REGULATIONS:

9.1.1 All parades shall be under the control of the Clerk of the Course and performed at a sedate pace;

9.1.2 No passengers are permitted, during parades, practice or racing;

9.1.3 Competitors may under no circumstances be driven or pushed in any direction except in the direction applicable to the class;

9.2.1 Competitors at all times shall drive in a manner compatible with general safety, breaching this rule shall entitle the Clerk of the Course to halt such a competitor;

9.2.2 A competitor may not maintain contact with or push a vehicle in front of his own during a race, breaching this regulation is a serious offence;

9.2.3 Maneuvers liable to hinder other competitors such as premature direction changes, obvious obstruction, deliberate crowding to the inside or outside of the track, dangerous lane changes, premature braking, braking out of exit of corners or any other abnormal actions are strictly prohibited;

9.2.4 When a competitor leaves the track, voluntary or involuntary while competing he shall immediately bring his vehicle under control and rejoin the race near the place where he left the race when it is safe to do so;

9.2.5 No advantage must be gained over the other competitors, nor may he disadvantage any other competitor upon rejoining or interfere with passing traffic;

9.2.6 The repetition of serious mistakes or the appearance of lack of control over the vehicle (such as continually leaving the track or spinning out on track) as deemed by the Clerk of the Course, may entail the disqualification of the competitor(s) concerned;

9.2.7 The track alone shall be used by the competitors during the race;

9.2.8 Where a competitor is unable to complete a race, due to race damage caused by another competitor the offending competitor shall be penalized by the Clerk of the Course and may be excluded, each incident/accident will be addressed with merit;

9.2.9 The Clerk of the Course may at any time request competitors to submit a written report regarding incidents or any race related matters;

9.2.10 Competitors retiring from future heats shall do so by completing a withdrawal form;

9.2.10.1 These forms are held either by the Pit Marshal, Lapscorers or Secretary;

9.2.10.2 Once a vehicle has been withdrawn from the event, it may not rejoin the race;

9.2.11 Vehicles that have been in an accident shall be scrutinized by the Scrutineer declaring the vehicle safe to compete in further heats:

9.2.11.1 It shall remain the responsibility of the Scrutineer to scrutinize these vehicles;

9.2.12 Should a vehicle come to a stand still on the track but off the race lines, that it shall be safe for the Clerk of the Course not to invoke the yellow flag bringing the race under safety, the competitor shall remain seated with the seat belt and helmet fastened;

9.2.13 Under no circumstances may the competitor leave his vehicle whilst the race is on at this point;

9.2.14 It follows that if the race was a 15 lapper and only 10 laps had been run, the laps will move one lap back using lap 9 to place the grid in single file and the balance of 6 laps shall be run;

9.2.15 Neither, the Event Directors or any other appointed official, promoter or organizer may order a re-run of a class or heat.

9.2.16 Under no circumstances, may a competitor be awarded points, if the competitor was disadvantaged.

OT 9.3 DECLARING A RACE FINISHED:

- 9.3.1 Classification of a finisher – the vehicle has to cross the finish line with all four wheels on the track;
- 9.3.2 In the event of the Clerk of the Course bringing the race to a stop and sends the field to the pits and less than 75% has been run, the competitors are to be afforded the completion of that race by completing the balance of the laps;
- 9.3.2.1 Vehicles have to immediately line up on the dummy grid, ready to take up the commencement and completion of their heat;
- 9.3.3 Once a heat or the event had reached 75% completion and for force majeure reasons has to be cancelled, the last heat (or second heat run) shall act as a final and all ties would be broken by the last heat run. The competitor who attained the higher position would earn the better placing;
- 9.3.3.1 Once the race has been declared with a chequer flag, under no circumstances may the COC, go one lap back;
- 9.3.3.2 In the event of the COC declaring a race with a Yellow Flag and Chequer Flag, may the COC go one lap back;

OT 9.4 ACCIDENTS CAUSING BODILY HARM:

- 9.4.1 Racing vehicle/s that was involved in an accident, that may have caused bodily injury or fatality (death), may not be removed without the written authority of the Clerk of the Course;
- 9.4.2 The Clerk of the Course shall further to the above and prior to granting permission for the removal of the vehicle, take photos and/or video footage of the accident scene;
- 9.4.3 In the event of a fatality, the South African Police has to be notified and the vehicle under no circumstances may be removed from the scene;
- 9.4.4 The area is to be demarcated immediately, the Clerk of the Course and Steward shall take charge of the surrounding area and no person shall be entitled to remove or repair any items from the vehicle;
- 9.4.5 Failing the authorities coming out to the scene the vehicle shall be impounded by the Event Director for inspection;
- 9.4.6 The same procedures shall apply to Officials / Marshals and Spectators in the event of serious bodily harm or fatalities caused by a racing vehicle or vehicle components;

OT 10. DETERMINATION OF GRIDS AND STARTING POSITIONS

- 10.01 *A competitor who failed to sign on or a failed guardian signature, in the correct class, shall be drawn last.*
- 10.02 *Competitor shall take up the last grid position for Heat 1 and Heat 2 only, final grid position shall be the points earned in Heat 1 and 2.*

10.1 DIRT / TAR EVENTS

- 10.1.1 The grid positions will be determined by a draw system;
- 10.1.2 Draws will be done by way of placing the competitor's car number on a disc, mixing the discs and randomly drawing, the first disc drawn will be pole position, and so on;
- 10.1.2 Positions drawn determines Heat 1, the 2nd heat being the pole invert of heat 1 and the finals, the total points earned in heat 1 and heat 2;
- 10.1.3 The drawing of grid positions shall only commence with the presence of the Clerk of the Course or Race Director;
- 10.1.4 In the event of the class been split, all the odd numbers would be placed in race 1 and the even numbers race 2.
- 10.1.5 Or: 1/3 Split GRR 23.1

OT 10.2 QUALIFYING – GENERAL

- 10.2.1 Prior to the commencement of qualifying or practicing sessions all the necessary infrastructure has to be in place i.e., Marshals, Fire Extinguishers, Medical Crew etc.
- 10.2.2 All qualifying laps will be done under the supervision of the Clerk of the Course or the Race Director.

OT 10.3 QUALIFYING PROCEDURES:

- 10.3.1 Qualifying will take place, regardless of circuit conditions, at the scheduled time. If the circuit conditions change during qualifying; the session will continue.
- 10.3.2 The Race Director may at his discretion, and under extreme circumstances, place all cars on the Circuit for an 8-lap practice just prior to qualifying to try and neutralize a "dirty" circuit.
- 10.3.3 Any Competitor who misses his position in the qualifying sequence will forfeit the opportunity to Qualify.

- 10.3.4 In the event of a timing system failure the respective Competitor will be given a chance to accept any lap that may have been timed or he will forfeit these and re-qualify at the end of the sequence
- 10.3.5 In the event of qualifying equipment failure or non-qualification due to weather conditions, the grids will be drawn for the first heat or if qualify was set for the final grid position, heat 1 and 2 will be used as the final heat grid position.
- 10.3.6 Each Competitor gets 1 installation lap (starting this lap from just beyond the finish line), 1 warm up lap and 3 timed Laps with only the fastest lap counting.
- 10.3.7 Where Competitors set identical times, the Competitor who set the time first enjoys the benefit of starting closer to the front.
- 10.3.8 The fastest qualifier will be awarded to the Competitor who is the quickest at this point.

OT 11. DUMMY GRID

- 11.1 Competitors shall familiarize themselves with their grid positions and race formats;
- 11.2 A dummy grid shall be formed in the pits accordingly to the grid positions;
- 11.3 Competitors are to be ready to take up their places on the dummy grid one race preceding theirs;
- 11.4 Pit Marshal at this point shall check that all seatbelts and helmets are correctly tied, however, the Marshal will not be held responsible should the seatbelt or helmet strap malfunction during a race;
- 11.5 Places left open by competitors failing to arrive on the dummy grid shall be filled by moving competitors up;
- 11.6 Competitors shall refrain from any form of sprinting and car testing whilst entering the track;
- 11.7 In the event of a competitor falling out after taking his place on the dummy grid but before coming under starter's orders, the position shall be filled, readjusting the field;

OT 12. STARTING PROCEDURES AND ORDERS

- 12.1 All starts will be rolling starts.

OT 12.2 WARM UP LAP PROCEDURES:

- 12.2.1 The Clerk of the Course shall announce at Drivers Briefing the number of warm up laps that will be afforded;
- 12.2.2 Whilst the vehicles commence on the track, the track shall be under safety status, until the pit gate is closed and the track is clear;
- 12.2.3 Marshals at this point in time will wave the yellow flags;
- 12.2.4 Once the start officials are satisfied all is clear, they shall wave the green flag from the start/finish only;
- 12.2.5 Following the predetermined number of warm ups laps, the yellow flags shall be deployed, bringing all under safety status again;
- 12.2.6 The field shall immediately fall into single file in their respective grid positions;
- 12.2.7 Positions left open by vehicles that have withdrawn in the warm up laps, shall be filled, by the following vehicle moving one position up;

OT 12.3 STARTING:

- 12.3.1 Saloon classes will line up on the opposite side to the starter line, the Line-up Marshall will indicate with a White flag that the field is ready and the field has started coming under starter orders. The Clerk of the Course shall take each venue into consideration when applying the above rule in conjunction with the Promoter;
- 12.3.2 Following the first corner or full lap depending on position of start, the field will be started, excepting the Midget, Sprint Cars and any other clutchless class, they shall remain idling around the track, the Starter will display the white flag and following the next corner they will be started;
- 12.3.3 The pole position competitor shall slow prior to entering the corner before the start in order to ensure that the field is well bunched and maintain the pace which must be above idling speed yet substantially below race pace;
- 12.4 The Starter shall regulate the start, should competitors not be in the proper order the starter shall start the race and abort the race once each and every competitor has first past the start finish line with a yellow flag;
- 12.4.1 Competitors shall remain in their positions and attempt to be started; in their original positions;
- 12.4.2 Competitors who have stalled on the starting lap, shall be placed to the back of the grid, in the event of more than one competitor stalling they shall stand single file at the back of the grid;
- 12.4.3 Competitors who are unable to start their vehicles shall be pushed to the infield;
- 12.4.4 In the event of a vehicle being unable to start, the position shall be left open;

12.4.5 Competitors who have spun out of their own accord to the infield and cannot self-start in the first lap (Midgets and Sprint Cars) the race shall not be aborted and restarted;

OT 12.5 ALLEGED JUMP STARTS:

12.5.1 Shall mean when a competitor passes another competitor or leaves his position prior to the start of the race shall be judged as having jump started and be penalized and be send to the back of the grid or the COC may impose a point penalty;

12.6 ADDITIONAL STARTS:

12.6.1 In extreme cases whereby the track surface has become dangerous and for safety reasons the Clerk of the Course shall have the rights to start a race in single file versus the original two rows;

12.6.2 In the case of a race being aborted after the start The Clerk of the Course shall be obliged to start once more in the original grid position only, thereafter the field shall start in single file as per the heat's grid positions;

OT 13. PUSH STARTING PROCEDURES FOR CLUTCHLESS VEHICLES ONLY

13.1 Competitors shall be seated, with helmets and seatbelts on;

13.2 Vehicles may be pulled onto the track from the pits with straps or ropes;

13.2.1 Vehicles been pulled from the pits, it shall be mandatory for them to be lined up next to the wall, once the vehicles are fired up these vehicles will then circulate on the inner race line;

13.3 Under no circumstances may the vehicle be started in a pull start manner;

13.4 Competitors are to supply their own push vehicles;

13.5 Once all the vehicles are fired, they shall immediately circulate in single file at a reduced speed, allowing push vehicles to proceed back to the pits;

13.6 It shall be mandatory for one push vehicle to remain on the infield; the push vehicle occupant shall remain seated in the vehicle or be permitted to stand on the vehicle;

13.6.1 Push vehicle operator, minimum age of 18 years old with a legal civilian driver license;

13.7 Vehicles failing to start within one lap shall be sent to the infield;

OT 14. ABORTED STARTS

TAR OVAL – Refer to Point Penalties

DIRT OVAL – as per set out in regulations

14.1 The Clerk of the Course shall be empowered to abort a start if:

14.1.1 A competitor vehicle stalls on the formation lap; or

14.1.2 A competitor had jump started; Refer to point penalties.

14.1.3 If the field had not been correctly bunched up; or

14.1.4 If a competitor accelerated prior to the race being started; or

14.1.5 If contact was made in the first lap; Refer to point penalties.

14.2 Breach of regulations for the above offences – the COC shall be obliged to take action against the offenders;

14.3 Competitors, who are spun out in the first lap, shall result in the race being stopped, restarted in the original grid positions with the offending competitor being sent to the back;

OT 15. RACING UNDER THE SAFETY FLAG

15.1 Only the Clerk of the Course may invoke a yellow flag and bring a race under safety if:

15.1.1 A vehicle has spun out and has remained on the course – should the spun out vehicle restart without any assistance, that vehicle shall be sent to the back of the grid.

15.1.2 If the Clerk of the Course is of the opinion that the vehicle presenting the obstacle on the track can be removed swiftly, the Clerk of the Course will invoke the safety flag (yellow flag);

15.2 Competitors are to cease racing, and reduce down to idling speed and remain circulating;

15.2.1 Competitors shall circulate in single file at a sedate pace, above idling speed but not at race pace, holding the positions they had when the procedure was invoked, without overtaking;

15.2.2 It follows that vehicles that have been lapped shall remain in their positions in the field;

15.2.3 The object of this rule is to preserve the exact order the vehicles had on the track until a restart is possible;

- 15.2.4 Competitors who are about to lap back markers shall not use this opportunity to gain an advantage by lapping the competitor and shuffling the field to have the field in the order in which they would placed had the race been finished;
- 15.3 The safety flag shall be held out for 5 laps only, following the 5th lap if the track cannot be cleared the Clerk of the Course shall stop the race;
- 15.4 Competitors are required to be mindful and allow sufficient timing and spacing for tow-vehicle to gain access onto the track and speedily remove the vehicle;
- 15.5 Once the Clerk of the Course is satisfied that the track is clear he/she shall instruct the starter to raise the white flag, indicating to competitors that the race will continue with race at the start of the next lap when the green flag will be shown;
- 15.6 The operation of the green flag shall be the same as that of the start flag from this point onwards;
- 15.7 The laps under yellow flag shall not count towards the total number of laps that should have been run;

OT 16. STOPPING OF / IN RACES

OT 16.1 STOPPING OF RACES BY THE CLERK OF THE COURSE:

- 16.1.1 Only Clerk of the Course may stop a race;
- 16.1.2 Stopping of races shall only be done in the interest of safety;.
- 16.1.3 Following a safety flag if the track cannot be cleared following 5 laps, the race shall be stopped in order for Marshals to speedily clear the track;
- 16.1.4 Disciplinary action shall be taken against the competitor who caused the stoppage by the Clerk of the Course;
- 16.1.5 In the event of a race being stopped, competitors may not leave their race vehicles or remove their helmets, breaching the regulation will have action taken against the competitor;
- 16.1.6 If the race has been stopped by the Clerk of the Course and the field is sent to the pits to “cool off”, competitors who broke down in the first stoppage, may not rejoin the race, unless the stoppage happened within the first two laps, these competitors will be placed at the back of the grid;
- 16.1.7 In the event of a race being completed in excess of 75% laps, the competitors shall be classified according to the positions they held at the completion of the lap prior to the stoppage;
- 16.1.8 Outside assistance:
- 16.1.8.1 Outside assistance of any nature is solely approved by the Clerk of the Course. Any Competitor transgressing this is excluded from the respective Heat in which the incident occurred.
- 16.1.8.2 No race vehicle may be touched to affect a repair or gain an advantage without the permission of the Clerk of the Course once it has come under starters orders including red flag situations.
- 16.1.8.3 The actions of the Clerk of the Course in these instances are final and not protestable.

OT 16.2 STOPPING OF A VEHICLE DURING THE RACE BY THE COMPETITOR:

- 16.2.1 Competitors who stop racing on their own accord shall not be entitled to rejoin the race, if more than two laps had been completed by the leading competitor;
- 16.2.2 It would have been deemed that they withdrew from the race;
- 16.2.3 Should a vehicle come to a standstill on the track but off the race lines, that it shall be safe for the Clerk of the Course not to invoke the yellow flag bringing the race under safety, the competitor shall remain seated with the seat belt and helmet fastened;
- 16.2.4 Under no circumstances may the competitor leave his vehicle whilst the race is on at this point;

16.3 STOPPING OF A VEHICLE DURING THE RACE BY THE COMPETITOR - INFIELD

- Stopping of a vehicle on the infield during the race
- 16.3.1 Any competitor leaving his/her vehicle under green flag conditions has considered to have withdrawn from the race;
- 16.3.2
- 16.3.3 Clubs are encouraged to have a safe area to where these competitors can stand until after the race completed.

OT 17. AFFORDING REPAIRS AND MAINTENANCE

TAR OVAL RACING – REPAIR TIME DELETED – IT FOLLOWS THERE WILL BE NO MORE REPAIR TIME – REFER TO POINT PENALTY
DIRT OVAL

- 17.1 Clerk of the Course may afford repair time, only if a competitor/s were disadvantaged by the deliberate or accidental actions of another competitor in the first lap of the race or the first lap of a restart;
- 17.2 The offending party shall not be afforded such an opportunity; and
- 17.3 Under no circumstances may any other competitors be permitted repair time if they were not involved in the incident that invoked the race to come under safety or stopped;
- 17.4 The repairs and maintenance shall be carried out in the mouth of the pit gates;
- 17.5 No re-fuelling at this point is permissible;
- 17.6 Repair time shall be maximum 5 minutes;
- 17.6.1 If more than one vehicle has been afforded repair time, the total repair time shall remain at 5 minutes and not 5 minutes per vehicle;
- 17.7 The balance of the field shall come to a stop in front of the start finish lines, all competitors shall remain seated and fastened up;
- 17.8 All other cases shall be regarded as an incident and appropriate action would be taken against the offending competitor who caused the damage;

OT 18. RESTARTING OF RACES

- 18.1 If the first lap of the race has not been completed by the leader, the field shall be restarted in their original positions;
- 18.2 A competitor who could not start the race in question shall be allowed to start but shall do so from the back of the grid;
- 18.3 The race shall be considered a new race and the full amount of laps is to be run;
- 18.4 If one or more laps had been completed by the leader:
- 18.4.1 The race shall be restarted with the competitors in single file, in the order in which they crossed the start line on the lap prior to the stoppage;
- 18.5 The lap scorers shall without delay submit a positioning grid to the starter;
- 18.6 Only the competitors whose vehicles crossed the finish line shall be permitted to restart the race;
- 18.6.1 However competitors who could not complete that lap due to the deliberate or accidental actions of another competitor during an incident that lead to the stoppage shall be permitted to restart, subject to the Clerk of the Course's obligation to take action against the competitor who caused the incident;

OT 19. LAPPING TRAFFIC:

- 19.1 Competitors about to be lapped shall be notified by receiving the blue flag;
- 19.2 Once the blue flag has been shown the lapped competitor shall keep to his specific race lane and may not move, despite which lane they are in, as this allows the lapping competitor to negotiate the overtake maneuver;
- 19.2.1 The competitor shall maintain his/her race line for a full lap, thus allowing the other leaders to pass without interference;
- 19.3 Competitors being lapped shall not interfere with or obstruct the faster competitor at all, neither may they interfere with or race against any competitor other than the competitor who is immediately ahead of them in the classification;
- 19.3.1 Competitors breaching GRR19.3 – refer point penalties;

OT 20. OVERTAKING:

OVAL TRACK RACING – REFER TO GRR 21.6 – WHITE LINE RULING

OT 20.1 DEFINITION OF THE B PILLAR:

- 20.1.1 A competitor who is being passed on the inside shall keep to specific racing line once the passing competitor has passed the centre of the leading vehicle;
- 20.1.2 The centre of the vehicle is described as the "B" pillar on saloon cars and the front post of the roll cage of open wheeled vehicles;
- 20.2 The corners as well as the approach and exit zones thereof may be negotiated by the competitor in any way they wish, within the limits of the track and the constraints imposed by these regulations;
- 20.3 Overtaking, according to the possibilities of the moment, may be done on the left or the right;
- 20.4 Overtaking upon the approach of a corner, on the outside, the competitor who holds the inner race line shall maintain his inner race line position, thus allowing the overtaker enough space on the exit of the

corner, it follows that the competitor that is been overtaken may not run wide, he/she must adjust and keep to the specific race line;

20.5 Overtaking upon the approach of a corner, on the inner race line, the competitor holding the outer race line shall leave enough space and may under no circumstances turn in on the passing competitor? The B-pillar regulation shall apply for inner overtaking;

20.6 The competitor being overtaken shall not disadvantage the vehicle that is in the process of passing from that point onwards, but may endeavor to out race the passing competitor on the next straight;

OT 21. DRIVING REGULATION DEFINITIONS

21.1 The words contact, bumping and shunting shall, for the purposes of the application of this rule be defined as: -

21.1.1 Bumping shall be the deliberate collision with the leading vehicle;

21.1.2 Contact shall mean the coming together of vehicles caused by close racing, placing the leading vehicle involuntarily in a different racing line;

21.1.3 Passing maneuver/overtaking shall mean the coming together of vehicles caused by one competitor passing another competitor, no contact may take place;

21.1.4 Shunting shall mean the force required to move the leading competitor off his racing line but shall not be forceful enough to cause him to loose control of his vehicle, spin out, or come into contact with the safety wall or barriers;

21.1.5 Spinning out shall mean the removal of a leading competitor from the track, to the inside applying deliberate pressure to the front vehicle;

21.2 If a competitor is spun out by another competitor in the first lap, the race will be restarted with the offending competitor being sent to the back of the grid;

21.3 No contact, bumping, or shunting is permitted at the end of the straight upon entering the corner. Passing maneuvers shall however be permitted at this point;

OT 21.4 LIMITED CONTACT RACING AS DESCRIBED;

21.4.1 Limited contact shall mean nothing more than the coming together of vehicles caused by close racing, minimal shunting and nudging shall be permitted due to close racing;

21.4.2 Upon contact being made unintentionally or accidentally, the following vehicle shall leave enough space for the leading vehicle to regain its position on the track;

21.4.3 In limited contact, the intention is to permit minimal contact but the contact shall not be forceful enough to cause the lead vehicle to be placed in a different race line involuntarily;

OT 21.5 TAP AND SPIN AS DESCRIBED – NATIONAL RULE FOR SPECIFIED CLASSES ONLY:

21.5.1 Vehicles may, only be spun towards the inside of the track;

21.5.2 Spinning off is only permitted from the corner marker to the middle of the following straight – Spinning out Apexes;

21.5.3 The Clerk of the Course shall exclude competitors who spin vehicles to the outside of the track or outside the spinning zone;

21.5.4 No contact, bumping, or shunting is permitted at the end of the straight upon entering the corners;

21.5.5 Passing manoeuvres and non-contact shall however be permitted;

21.5.6 Once a vehicle has been passed/overtaken, the vehicle that was passed may not interfere with the leading vehicle for the first corner and straight or the first straight and corner;

21.5.7 Contact is only permitted inside the spinning zone;

21.5.8 There shall be no contact made in the first lap or the first corner after a restart, offenders will be placed to the back of the pack;

21.5.9 There shall be no contact made in the last corner, offenders will earn the last position points and dependent on the severity of the take out, may be disqualified for that particular heat;

21.6 TAR OVAL TRACK RACING

WHITE LINE RULING

21.6.1 Aim

The aim of this rule is to create a system whereby most collisions can be reviewed and the blame can be apportioned accordingly before applying the appropriate penalty.

21.6.2 Mission

To give all a Competitors a clear understanding of the rules of passing and being passed and to give officials an accurate means by which to adjudicate incidents.

- 21.6.3 The Reason
Many Competitors run the normal race line, on the inside through the corners going wide to the wall as they exit the corner, when under threat from faster Competitors. This usually ends in controversy where the faster Competitor dives down the inside as they approach a corner and spin the 'surprised' Competitor out.
- 21.6.4 White Line Layout
 A dotted white line is painted on the existing asphalt to create an inside line of 2 to 2.5m around the corners and an outside line of 4 to 5m down the straights. (basically the racing line that is 2 car widths narrower down the straights)
- 21.6.5 The Rule
- 21.6.5.1 The intention of this line is to create a tighter racing line thereby protecting a slower Competitor from being shunted out but also reducing the Competitors ultimate race pace;
- 21.6.5.2 This allows a challenging Competitor a fair chance to pass around the outside.
- 21.6.5.3 Officials must show the blue flag once it is apparent that the defending Competitor is significantly slower than the challenging Competitor. Once they have done so the defending Competitor must race within the constraints of the white line offering the challenging Competitor a fair chance to attempt to pass around the outside. Competitors ignoring the blue flag will be docked a position for each transgression.
- 21.6.5.4 The Competitor crossing over the line at the point of contact will be considered guilty of causing the incident.
- 21.6.5.5 If the defending Competitor is able to open up a gap they may return to using the accepted racing line.
- 21.6.6 Exceptions
- 21.6.6.1 In instances where the inside Competitor crosses the line as he/she exits the corner and makes contact with a Competitor on the outside, the Competitor on the outside may not turn this Competitor into the wall once contact is made.
- 21.6.6.2 Officials need to notice this transgression and give the defending Competitor the warning flag immediately;
- 21.6.6.3 Officials must observe Competitors 'dive bombing' into corners where it is clear they were too far behind to effect a passing maneuver yet they capitalize on the front car crossing the line.
- 21.6.6.4 Officials need to establish if the entry speed was reasonable enough to have made the corner; In instances where both cars were on the same side of the white line, without crossing it at the point of contact, then the B pillar rule is applied.
- 21.7 Experimental Blend Line- TBC
- 21.7.1 An additional line must be made 20m before the corner begins. This line extends from the inside kerb to the white line and is used as a reference to determine if the challenging Competitor was in the gap.
- 21.7.2 If at this point no part of the challenging Competitors vehicle is ahead of the defending Competitors vehicle the challenging Competitor must back out of the passing attempt.

OT 22. NON CONTACT DRIVING REGULATIONS

- 22.1 No deliberate contact, bumping, or shunting will be permitted.
- 22.2 If a competitor is spun out by another competitor in the first lap, the race will be restarted with the offending competitor, receiving a point penalty;
- 22.3 If a competitor is spun out by another competitor the offending competitor shall be penalized by the Clerk of the Course;
- 22.4 An accident in the first lap, which causes a disadvantage to other competitors, will automatically cause the race to be restarted and if necessary repair time afforded – dirt racing only;
- 22.5 A competitor who is deemed responsible for an accident/incident may have disciplinary action taken against them;

OT 23. POINT SCORING

OT 23.1 GENERAL POINT SCORING:

- 23.1.1 Point scoring is applicable to all status of events and all classes;
- 23.1.2 Competitors may only be classified as a finisher and earn points respectively if all four wheels cross the finish line on the track;
- 23.1.3 Once a heat or the event had reached 75% completion and for force majeure reasons has to be cancelled, the last heat shall act as a final and all ties would be broken by the last heat run, with the competitor who attained the higher position breaking the tie;

- 23.2 Competitors who failed to finish and earn points in the heats preceding the final will not be entitled to start the final race;
- 23.2.1 The above rule is specifically designed for championship events;
- 23.2.2 Promoters and officials of club status events may choose to override this rule, to encourage more starters in the final race, granting the public a full and well presented show;
- 23.2.3 Competitor points and grid positions have to be posted on the notice board or be posted on Whatsapp, prior to them entering into the final heat, granting the competitors an opportunity to check their points and if need be, oppose their points should these be incorrect, this will be done by way of reporting the points to the Clerk of the Course.
- OT 23.3 DIRT OVAL RACING:**
- 23.3.1 Australian Side-car point scoring, winner takes 4 points reducing 1;
- 23.3.2 Australian Side-car classification of a finisher:
- 23.3.3 The outfit, both the rider and the jockey are on the machine when crossing the finish line;
- DIRT POINT SCORING**
- OT 23.4 ALL OTHER CLASSES:**
- 23.4.1 All heats are scored as follows; Winner earns 20,19,18, reducing 1 point from this position down;
- OT 23.5 NUMBER OF STARTERS:**
- 23.5.1 Maximum amount of vehicles per heat is fifteen (15) for tracks under 380m in length and 20 for longer tracks, only thereafter will the group be divided;
- 23.5.2 Finals – Maximum number of vehicles shall be 20 starters for tracks under 380m and up to 26 for longer tracks.
- 23.5.3 In the event of a class being split, in heat 2, should the number of vehicles have fallen out and the total of the two split classes equals the maximum in the heats, these two split groups are to be grouped together for heat 2.
- 23.5.4 The inverted pole position competitors shall toss a coin to determine which group takes pole.
- OT 23.6 NUMBER OF LAPS:**
- 23.6.1 Number of laps for the heats shall be two more than the number of starters;
- 23.6.2 Final heat: shall be determined by the Officials, laps however, may not exceed 30 laps, irrespective on the number of starters;
- 23.6.3 Minimum number of laps will be 6 laps.
- OT 23.7 TAR OVAL RACING:**
- TAR POINT SCORING:**
- 23.7.1 Qualifying scoring: Best time earner, earns 10, 2nd best time 9, reducing one;
- 23.7.2 Heat scoring for all classes - Winner earns 20, second place 19 reducing 1 point down;
- 23.7.2.1 Final heat scoring shall be 30, 28, 26, 25,24 reducing down 1;
- 23.7.3 Lapscorers preparing for the final grid positions will only use Heat 1 and 2 points;
- 23.7.4 Following the final heat, only then will the qualifying points be added at the end to determine the overall winner of the class.
- OT 23.8 TAR NUMBER OF STARTERS:**
- 23.8.1 Maximum number of starters in the heats shall be 26 vehicles, in the event of number of entries received the class shall be split;
- 23.8.2 Maximum number of starters in the final heat shall be 26.
- OT 23.9 TAR NUMBER OF LAPS:**
- 23.9.1 Number of laps for the heats shall be two more than the number of starters;
- 23.9.2 Final heat shall be 30 laps;
- 23.9.3 Minimum number of laps will be 6 laps;
- 23.9.4 Maximum number of laps will be 30 laps.
- 23.10 1/3 GRID POSITIONS**
- 23.10.1 1/3 Grid positions are for bigger events, which includes Regional and National Championships.
NUMBER OF ENTRIES:

14 and less, draw pole invert
 15 and more, 1/3 grid split – A, B, C

23.10.2 R1, R2, R3 – every competitor gets a chance to compete against each other in two heats, other than the finals;44

23.10.3 FINALS – competitors who have earned points may enter the final as per GRR23.5.

23.10.4 1/3 Classes, when a competitor falls out, you simply move up in the line on your side, there will be no crossing over or shuffling of the grids.

EXAMPLE OF 1/3 GRID LAYOUT

DRAW

		RACE 1		RACE 2		RACE 3	
1	A 12						
2	A 9						
3	A 240	B(wall inverted)	A (pole)	C(wall inverted)	B(pole)	A(wall inverted)	C(pole)
4	A 40	96	12	49	77	SA3	69
5	A SA3	23	9	8	89	40	25
6	B 77	101	240	33	101	240	202
7	B 89	89	40	202	23	9	33
8	B 101	77	SA3	25	96	12	8
9	B 23			69			49
10	B 96						
11	C 69						
12	C 25						
13	C 202						
14	C 33						
15	C 8						
16	C 49						

OT 24. TIES AND DEAD HEATS

24.1 Ties applicable to single events:

24.1.1 Should a tie arise prior to the final heat, the tie will be broken by the competitor who attained a higher position in heat one;

24.1.2 Following the final heat, ties would be broken by the competitor who attained the higher position in the final.

24.1.3 1/3 Split tie prior to the final heat – break the tie with R1

OT 24.2 TIES APPLICABLE TO CHAMPIONSHIPS:

Should a tie exist in the total scores after the series had been completed, the tie will be broken by Heat 1 of the final series event, with the better placing taking preference.

OT 24.3 DEAD HEATS

24.3.1 When two competitors cross the finish line (head on head) and the officials being unable to determine who crossed the finish line first;

24.3.2 The points are added together and shared amongst the two competitors with the next position down being eliminated. For example, 1st position earns 12 points and 2nd position earns 11 points, add 12+11=23 divide 2= 11 1/2 each;

24.3.3 It follows that both competitors share 1st position, no awarding of second place, third and fourth remain the same;

24.3.4 The same criteria apply for all other positions;

OT 25. FLAGS AND SIGNALS:

25.1 All flags are to be uniformed in size – 60 cm x 80cm;

25.1.1 In all instances where robots are used, a full set of flags should be kept on hand in an event of electrical failure.

- 25.1.2 By deploying a warning or any instruction flag, the COC does not have to display the black board with the car number on, however, the COC shall instruct the gate marshal to advise the competitor who receive the flag to report to the COC;
- OT 25.2 STARTING FLAG:**
- 25.2.1 The start flag shall be white with World of Motorsport logo printed on it;
- 25.2.2 The start flag may be replaced by a green flag or green robot;
- 25.2.3 Under no circumstances may the South African flag be used to start a race.
- OT 25.3 WHITE FLAG:**
- 25.3.1 Shown from the start/finish line only, held in a stationery position;
- 25.3.2 Indicates the start procedure is about to commence;
- 25.3.3 Last lap is about to commence;
- 25.3.4 In the event of a race been brought under safety, the starter shall deploy the white flag indicating that the race would commence on the next lap;
- OT 25.4 GREEN FLAG:**
- 25.4.1 The deployment of the Green Flag by the field Marshal shall indicate that the track is clear (free from debris);
- 25.4.2 The Green Flag deployed by the Starter shall mean the commencement of Practice Laps; or
- 25.4.3 The restart of a race that has been brought under safety;
- 25.4.4 The Green flag may be utilized in the absence of a start flag.
- OT 25.5 YELLOW FLAG:**
- 25.5.1 Stationery yellow flag deployed by a Marshal, indicates an obstruction on the track, caution must be taken, no overtaking permissible at that point;
- 25.5.2 Waving the yellow flag vigorously, shall mean the race has been brought under safety status, all vehicles must reduce to idling speed; remain in single file to await further instructions.
- OT 25.6 YELLOW FLAG WITH RED STRIPES**
- 25.6.1 The flag shall be deployed by the Marshals, indicating to the competitors that there is an oil spill or one or other debris on the track;
- 25.6.2 Competitors are to take caution and change their race lanes so to accommodate the track;
- 25.6.3 The Marshal shall only display the flag for two laps, thereafter the competitors would keep to their new race lane position for that part of the track.
- OT 25.7 RED FLAG:**
- 25.7.1 The red flag indicates that racing has been stopped;
- 25.7.2 The red flag waved vigorously shall mean there is extreme danger and urgent action has to be taken by the competitors to cease racing;
- 25.7.3 The flag will be waved until all racing has stopped, thereafter it shall be held stationery;
- 25.7.4 Once competitors have noted the red flag, it shall be important for them to take safety into consideration by not stopping dead, especially once the red flag had been invoked, but rather come down to an idle speed, circulating once and then coming to a stop in front of the start/finish line, again in exercising the above competitors have to be conscious of all movement on the track, may it be a vehicle, officials, medical crew or recovery crew;
- 25.7.5 Venues using flags, the field marshals may only display the red flag once the COC has displayed the flag.
- OT 25.8 WARNING FLAG**
BLACK AND WHITE – refer GRR 25.1.2
- 25.8.1 The Warning Flag is deployed by the Clerk of the Course without a board;
- 25.8.2 The competitor receiving the warning flag has been placed under observation for the duration of the race;
- OT 25.9 BLACK FLAG: - refer GRR 25.1.2**
- 25.9.1 The Black flag – is obsolete
- 25.9.2 Under no circumstances will the Black Flag be displayed during races;

- 25.9.3 In the event of a competitor/s breaching the race regulations, a warning flag will be displayed and the COC upon speaking to the competitor after the heat, may or may not apply a penalty which may lead to an exclusion;
- 25.9.4 In the event of a competitor severely breaching a race regulation, the COC shall invoke a red flag to stop the racing and shall then send the breaching competitor to the infield – this is in extreme cases only;
- OT 25.10 BLACK FLAG WITH ORANGE DOT**
- 25.10.1 The flag shall be shown by the Clerk of the Course to a competitor;
- 25.10.2 The competitor is to cease racing immediately, pull to the infield as there may be a potentially dangerous defect on the vehicle in the opinion of the Clerk of the Course;
- GRR 25.11 LAP FLAG (Blue with white stripe):**
- 25.11.1 Displayed to car/s being lapped; Refer to GRR 19.
- GRR 25.12 CHECKERED FLAG:**
- 25.12.1 The race has been completed and shall be displayed until all the competitors have completed the race;
- GRR 25.13 SIGN BOARDS**
- All sign boards are to be displayed by the Clerk of the Course or the Starter upon the instruction from the Clerk of the Course;
- 25.13.1 BACK OF THE GRID**
- BOP – Back of the Pack, shown together with the competitor’s number, the competitor shall immediately fall to the back of the grid.
- 25.13.2 LOAD UP BOARD**
- In the event of a competitor receiving a load up board it shall indicate the competitor has been excluded from the event;

GRR 26. PENALTIES

- GRR 26. PENALTIES – CLERK OF THE COURSE / EVENT DIRECTORS**
- The following penalties may be imposed by the Clerk of the Course, it follows that competitors would still have the right to defend themselves by lodging a protest: Attention must be drawn to the fact that the Event Director upon hearing a protest has the rights to overturn a decision made by the COC or has the rights to extend the penalty;*
- Each category of sport shall have additional SR’s in respect of penalties. In the absence of a penalty or decision can not be reached from the category penalty catalogue, the GRR’s supersede and the officials shall use the GRR to reach a finding.*
- GRR 26.1 GENERAL:**
- 26.1.1 Penalties, fines and exclusions given by the Clerk of the Course will be done in writing and be signed for by the competitor accepting;
- 26.1.2 Competitors failing to accept and sign receipt of penalties, fines and exclusions will result in them being excluded for the event without a hearing;
- 26.1.3 The Clerk of the Course will report such cases to the Event Directors without delay and in concert sign all relevant documentation for the exclusion of the competitor;
- 26.2 In respect of fines, the competitor shall not be entitled to enter into further events until the fines have been paid;
- 26.2.1 Fines are payable within 7 days from receiving the fine;
- 26.2.2 Failure to adhere to the payment time limits will result in the amount being doubled, each month an equivalent amount shall be added to the fine until it is paid, at this point the competitor will not be entitled to compete in any event;
- 26.3 Fines may not be given for breach of safety matters or racing incidents – all fines are to be reported to WOMZA after the event;
- 26.4 Exclusion of a competitor;
- 26.5 Reprimand / warning;

The following penalties are generalized for motor racing – category SR’s are to be applied to each category. The GRR’s shall supersede a ruling if the Directors cannot find an amicable finding.

OT 26.6	POINT PENALTIES – see schedule			
RULE	INFRINGEMENT	1ST OFFENCE	2ND OFFENCE	3RD OFFENCE
26.6.1	<u>STARTING INFRINGEMENTS</u>			
A.	Jump Start	Less 5 points	Less 10 points	Exclusion from Heat
B.	Stealing open grid position	Less 5 points	Less 10 points	Exclusion from Heat
26.6.2	<u>RACING INFRINGEMENTS</u>			
A.	Passing on infield – two wheels or more	Less 5 points	Less 10 points	Exclusion from Heat
B.	Shunting to gain a position	Less 5 points	Less 10 points	Exclusion from Heat
C.	Forcing a car to the wall/off track or infield/inner lane off track	Warning	Less 5 points	Exclusion from Heat
D.1	Spinning out another competitor accidentally	Less 5 points	Less 10 points	Exclusion from Heat
E.1	Spinning out another competitor deliberate	Less 10 points	Exclusion from Heat	Load Up
F.	Deliberate stopping on track which results in a subsequent accident	Exclusion from the Event		
26.6.3	<u>FLAG INFRINGEMENTS</u>			
A.	Blocking after being shown the Blue Flag	Less 5 points	Less 10 points	Exclusion from Heat
A.1	Competitor trying to out race or compete against a competitor who is lapping;	Less 10 points	Exclusion from event	
B.	Deliberately stopping on track to bring out a yellow flag	Exclusion from Heat	Load Up	x
C.	After being spun out deliberately stalling vehicle to bring out a yellow flag	Exclusion from Heat	Load Up	x
D.	Stopping on track, knowing there is a mechanical problem and not pulling to infield/off track resulting in the deploy of flags	Exclusion from Heat	Load Up	x
E.	Completing more than ¼ of the track at racing speed under yellow or red flag conditions	Less 10 points	Exclusion from heat	Load Up
F.1	Overtaking and gaining a position under Yellow Flag	Less 5 points	Less 10 points	Exclusion from Heat
26.6.4	<u>BEHAVIOUR INFRINGEMENTS</u>			
A.	Arguing on track or infield with officials or fellow competitors	Less 10 points	Exclusion from Heat	Load Up
B.	Finger pointing during race	Less 5 points	Less 10 Points	Exclusion from heat

26.6.5

Point penalties are done in writing and the competitor will sign for the point penalty;

26.6.6

Point penalties cannot be given upon a receipt of another aggrieved competitor without a formal hearing, with both parties concerned and the Event Director. The Directors shall finalize the hearing and forward their findings to the Clerk of the Course for a final decision;

OT 26.7 GENERAL EXCLUSIONS AND PENALTIES

- 26.7.1 Vehicle's underweight.
- 26.7.1.1 Under Weight of a vehicle, exclusion of the event and the loss of all points earned in the respective championship;
- 26.7.2 Vehicle irregularities shall result in the competitor being penalized by way of exclusion of the event, a further exclusion/ban may be implemented by the officials;
- 26.7.3 In the event of the vehicle (technical or construction) being found to be irregular the following penalties shall apply:
 - 26.7.3.1 Competitor shall be excluded for that event; and
 - 26.7.3.2 Competitor shall forfeit all championship points in which the vehicle was found to be irregular;
 - 26.7.3.3 The competitor may receive a further ban of one event and shall be placed under a 6 month observation;
 - 26.7.3.4 Second offence, within a 24month period from the first offence shall result in the competitor receiving an automatic ban of 6 months;
- 26.7.4 Competitors refusing to park in the parc ferme to have their vehicles checked will have action taken against them, the following penalty shall apply:
 - 26.7.4.1 Competitor shall be excluded for that event; and
 - 26.7.4.2 Competitor shall forfeit all championship points in which the vehicle was refused to be stripped;
 - 26.7.4.3 The competitor may receive a further ban of 6 months;
- 26.7.5 Competitors refusing to place series/event sponsor decal on race vehicle – exclusion of event;**
- 26.7.6 Competitors refusing to fit on board camera systems supplied by the organizer – exclusion of event;**
- 26.7.7 Competitors, pit crew and officials refusing to undergo a breathalyzer test or drug test, shall receive an automatic ban of 3 months;**
 - 26.7.7.1 Drug tests are done by way of screen tests purchased at pharmacies and the offender may only be excluded for the event;**
 - 26.7.7.2 In the event of the organizers feeling aggrieved that a competitor or officials is a regular users of illegal substances, they may employ a laboratory service to process the tests at the event, once the finding has been released, the organizers shall then be empowered to ban such a competitor for a minimum period of 3 months per illegal substance consumed, if found breaching the regulation.**
 - 26.7.7.3 All Alcohol and drug tests has to be performed in a closed environment;**
 - 26.7.8 Breathalyser tests may be performed by the officials in concert with the medics;**
 - 26.7.8.1 It shall be mandatory to perform Breathalyser tests only, inside a medical room, office or an ambulance;**
 - 26.7.8.2 Under no circumstance may breathalyser tests or drug tests be performed in the view of fellow competitors or public;**
- 26.7.9 In the event of an alcohol breathalyzing test been performed on any of the following members, Competitors, Guardian/parents and officials and are found having consumed alcohol shall result in an event exclusion, this matter is not protestable;**
- 26.7.10 Competitors, family, pit crew, officials, shall refrain from making racial remarks towards fellow race members, this includes spectators, sponsors and track staff;**
 - 26.7.10.1 Officials, competitor or his/her family or crew found guilty of racial remarks, the official or competitor is excluded for the event and has to leave the premises immediately;**
 - 26.7.10.2 Following the hearing the officials shall place a ban on the competitor for a period of 24 month, suspended for 18 months – not protestable.**
- 26.8 Competitors, their pit crew or family, found to ask an official, on or off duty, to assist them with a protest or appeal against the decision of the Clerk of the Course, shall receive an automatic ban of 3 month.**

OT 27. **ADDITIONAL DRIVING OFFENCES WHICH MAY LEAD TO PENALTIES IMPOSED:**

The COC shall have the rights to impose a point penalty, warn or exclude competitors;

- 27.1 If the COC and Promoter are under the impression that competitors are driving deliberately to disadvantage fellow competitors repeatedly or any other driving maneuvers that are detrimental to fellow competitors, the COC shall take action;
- 27.2 Failure to reduce speed once the yellow or red flag had been invoked;

- 27.3 Overtaking whilst under safety flag status;
- 27.4 Stopping in front of the Clerk of the Course or any Official/Marshal to express a grievance whilst the race has commenced - Exclusion for the event.

OT 27.5 CHAMPIONSHIP EVENTS:

- 27.5.1 The Clerk of the Course shall be entitled to exclude a competitor from the event, if it appears that the competitor does not have control over the vehicle;
- 27.5.2 Dirt Oval: If any competitor has been lapped twice by the leader, resulting from lack of driver ability or vehicle performance, the competitor will be sent to the infield/off track;
- 27.5.3 Dirt Oval: This regulation specifically override GRR27.5.2, Should a competitor have one or other form of technical problem and they circulate against the outer lane not causing obstruction, the Clerk of the Course may afford that competitor the opportunity in completing the heat.
- 27.5.4 Tar Oval: Competitors circulating with a mechanical defect is not permitted
- 27.5.5 Tar Oval: Competitors who encounter a mechanical defect have one lap to leave the track safely.
- 27.5.6 Tar Oval: Competitors who fail to do so will be excluded and may receive an additional penalty if the process of circulating interferes with any other competitor.

OT 27.6 YELLOW FLAG CARD SYSTEM

- 27.6.1 The Yellow flag or card system shall be applied to competitors, who are placed under observation or a competitor who repeatedly breaches rules and/or drives dangerously, yet not enough for the COC to exclude the competitor;
- 27.6.2 The Yellow System shall be imposed on the competitor in writing after a hearing or on the advice of the Clerk of the Course;
- 27.6.3 The competitor shall display either a yellow flag visibly, for the set time period imposed – minimum size 45 x 30 cm for cars and 25cm x 25cm for karts;
- 27.6.4 In the event of the competitor being excluded for driving conduct related infringement shall receive a yellow card warning from the Clerk of the Course. In this instance a hearing with the competitor will be called, time and date to be announced.
- 27.6.5 These penalties shall be recorded in the Competitor Scrutineer Book;
- 27.6.6 The Yellow Flag shall remain free of any print or stickers;
- 27.6.7 Failure to display the Yellow Flag or sticker, depending on the finding, shall receive an event exclusion for the first offence, second offence shall result in the competitor being banned for 3 months.

OT 28. PROTESTS & TIMES

OAT 28.	TIME LIMITS:	
28.1	INCIDENT REPORTS:	
28.1.1	Competitors who feel aggrieved by the actions of a fellow competitor may enquire from the Clerk of the Course if any action was taken against such competitor; such enquiry shall be in writing and shall be lodged with the Clerk of the Course.	Within 30 minutes of the end of the race in which the incident occurred.
28.1.2	Incorrect grid positions posted, it shall be the competitor's responsibility to report the matter to the Clerk of the Course.	Within 15 minutes after becoming aggrieved.

OT 28.2 PROTESTS

PROTESTS RECEIVED FOR VEHICLE ELIGIBILITY, VEHICLE PERFORMANCE, VEHICLE CONSTRUCTION AND/OR BREACH OF DRIVING REGULATIONS – THE COMPETITOR MAY ONLY PROTEST THE VEHICLE DIRECTLY INFRONT OR DIRECTLY ON THE SIDE OF HIM/HER		
28.2.1	A protest against an entry of a competitor not legible to partake in an event	Before closing of documentation
28.2.2	Protest against the actions of a Clerk of the Course;	Within 45 minutes

28.2.3	A protest against the driving conduct of another competitor, or of the aggrieved competitor being advised by the Clerk of the Course that no action would be taken.	Within 15 minutes after the particular race or announcement made by the COC
28.2.4	A protest against the eligibility of any vehicle, or part of vehicle, when the reason for the alleged ineligibility is not apparent, but it is alleged that the vehicle is performing in a manner which suggests that it is ineligible or if a part or parts may have been changed after scrutineering; It shall be mandatory that the protestor shall equally have his/her vehicle stripped at the same time – it follows that both cars are to be stripped, firstly the vehicle that is being protested and secondly the protestors vehicle.	Within 30 minutes of the performance that gave rise to the protest
28.2.5	Final results been posted on the notice board;	Within 30 minutes after the posting
28.2.6	All other matters not noted;	Within 30 minutes after becoming aggrieved
28.2.7	Protest against championship results (results include administration of additions or omissions only)	Within 48 Hours following the publication of results

OT 29. PROTEST SUBMISSIONS GENERAL

Protests received after an event – WOMZA shall have the sole rights and power to accept or reject a protest if it is deemed to be inadmissible, this process shall be done in writing;

- 29.1 All competitors and officials have the right to protest if they aggrieved by any decision, act or omission of another competitor, official or organizer/promoter:
- 29.1.1 The same procedures shall apply for competitors and officials alike;
- 29.2 Every protest lodged shall be in writing, stating the name of the protestor, license number, time, date, event and venue;
- 29.3 In lodging a protest the protestor has to specifically note what they are protesting and as far as possible note the regulation;
- 29.4 In the event of a technical protest, the protest content shall specifically itemize what they are protesting against or note the components;
- 29.5 Protests have to be submitted within the required time limits;
- 29.6 All protests submitted shall be accompanied by the relevant protest fees;
- 29.7 No protest IOU's permissible;
- 29.8 Competitors may only protest each other, from the same class and only signed-on competitors may protest;
- 29.9 Where the protest does not fully comply with the above provisions, the Event Directors must accept the protest. The Event Director may instruct the protestor to re-submit the protest correctly and has the right to impose a penalty for non-compliance with the regulations;
- 29.10 The Event Director may extend the time limits on receiving the protest in extreme cases.
- 29.11 **All protests will be dealt with at the event and may not stand over;**
- 29.12 Protest shall be handed to the Event Director;
- 29.12.1 Upon the protest been handed directly to the Event Director the Event Director shall advise the COC of the protest received, prior to a hearing taking place.

OT 30. PROTEST HEARINGS:

- 30.1 The Event Director shall notify all parties concerned of the time and place of the hearing;
- 30.2 No legal representation will be permitted at protest hearings, however, competitors or officials may be represented by a fellow competitor or club member provided that such a representative is not a practicing lawyer or attorney;
- 30.3 The protestor or the parties that are been protested, may present witnesses, On Board footage or video footage taken directly in the area of the COC for protest purposes;
- 30.3.1 It shall remain the sole rights of the officials to call upon and use video footage in order to reach a conclusion;

- 30.4 A protest hearing may proceed and judgment may be processed by default, in the absence of any parties affected or directly involved with the protest, as long as the Event Director has proof that these parties were advised of the time and place of the hearing;
- 30.5 Throughout the hearing all parties shall remain present and be party to all evidence;
- 30.6 Once the Event Directors have taken all the evidence into consideration, all parties shall be requested to leave whilst the officials deliberate;
- 30.7 In the event of the Event Directors been unable to resolve or given immediate findings, they shall advise all parties concern of a time and place when the findings would be issued; or
- 30.7.1 In extreme cases were a decision cannot be reached or the Event Directors wish to obtain further evidence, all parties are to be advised that the protest findings would be delayed, and be resolved within the first two working day following the event.
- 30.8 The Event Directors shall announce their findings in writing;
- 30.9 Should the findings result negatively and affect the protestor or other competitors, these findings are to be published to the officials and be placed on the notice board.
- 30.10 Protest affecting the prize-giving, no awards will be given out until the protest is heard, unless it does not affect the event or a specific class, the results shall at this point, remain subject to protest findings;
- 30.11 All parties concerned shall be reminded of their rights to appeal;
- 30.12 An intention to appeal has to be done in writing within 48 hours from when the findings were announced, which is to be forwarded to WOMZA;

OT 31. APPEALLING THE FINDINGS ARISING FROM A PROTEST

- 31.1 The protestor or the competitor/official in which the protest was placed against, in the first protest hearing becomes aggrieved by the findings from the protest hearing may appeal the finding;
- 31.2 In the event of a lost protest and the competitor’s placing is affected, the competitor shall notify the officials of his/her intent to appeal prior to the prizegiving taking place, in order for the officials to notify the promoter/organizers that a particular class will be under appeal and no awards may be awarded until the appeal has been heard.
- 31.3 In this instance the competitor has to comply by submitting the appeal within 48 hours;
- 31.4 Furthermore, should this competitor who notified the officials of his intent to appeal not submit the appeal, this competitor shall be excluded from the event without any further benefits from the event;
- 31.5 Such notification shall be done in writing and has to be submitted to WOMZA within 48 hours following the event, fees are payable within 24 hours following the submission of the appeal;
- 31.6 Club ban’s/grievances shall be done in writing sent to WOMZA, the same appeal process of appointed court members to hear the appeal shall be performed.

OT 32. COURT OF APPEAL

Appeals received – WOMZA shall have the sole rights and power to accept or reject an appeal if it is deemed to be inadmissible, this process shall be done in writing;

- 32.1 Once in receipt of the appeal form and fees, WOMZA shall appoint three court members to hear the appeal;
- 32.2 Concerned parties, namely the officials, protestor and protestee shall be notified in writing of the appeal – all parties concerned shall be given 7 days notice of such a court of appeal hearing, time and place;
- 32.3 After all evidence has been set forth, the members of the court of appeal are entitled to; overturn the Directors decision originating from the protest; impose further penalties or exclusions; if no penalty was awarded from the first protest, these members may be empowered to impose such a penalty;
- 32.4 In the event of a party still been aggrieved, an application shall be submitted to WOMZA applying to appeal to a Final court of appeal, in such a case, members shall, apply to WOMZA in writing that they have further intentions of appealing to a Final court;
- 32.5 In the event of WOMZA receiving such a notice, three new members, these members may include a legal representative acting in the interests of WOMZA;
- 32.6 All issues related to the case shall be put forward and members shall regard all evidence, as first instance of all matters related to the case;
- 32.7 The decision of the Final Appeal court members will be final;

OT 33. PROTEST / APPEAL FEES PROTEST FEES

- 33.1 No IOU's permissible.
- 33.2 Club Championships other than Engine/vehicle performance and eligibility R1000.00
- 33.3 Protest against Engine eligibility, engine components or gearboxes that requires stripping, the fee shall be R1000 for all status of events less than Final status;
- 33.4 Regional Championships, National Qualifying and National Championships for all types of protests – R2000.00 (Two Thousand Rand);

OT 33.5 APPEAL FEES

- 33.5.1 No IOU's permissible;
- 33.5.2 Appeal fees of R3000 to be payable within 24 hours following lodging of the appeal;
- 33.5.3 Final Court of Appeal fee R5000.00 which is payable 24 hours following lodging of the appeal;

OT 33.6 MANAGEMENT OF FEES:

33.6.1 PROTEST FEES:

- 33.6.2 In the event of a protest been lost, the protestor shall forfeit the fees paid;
- 33.6.3 In the event of the protest been in favour of the protestor the fees are returned in full;
- 33.6.4 Exception on Engine Compliance protests, should the offending competitor's engine be proven to be legal that competitor would receive 75% of the protest fee with the remainder being paid to WOMZA and the protestor losing the protest fee;

OT 33.7 APPEALS AND FINAL COURT OF APPEAL FEES:

- 33.7.1 Court of Appeal, in the event of the appeal been lost by the applicant they shall forfeit such fees;
- 33.7.2 In the event of the appeal been in favour of the applicant, WOMZA shall retain 20% of the fees paid with the balance been returned to the applicant;

OT 34. INADMISSABLE PROTEST AND APPEALS

Protests and appeals shall become inadmissible on the following items:

- 34.1 Failure to submitting the protest within the time limits;
- 34.2 Collective protests and appeals;
- 34.3 Protests and appeals not accompanying the correct fees;
- 34.4 Protests done in bad faith/sportmanship;
- 34.5 Protests written without the required regulations or reasons;
- 34.6 Appeals received without the prior written notification of intentions;

OT 35. GENERAL INQUIRIES AND FINDINGS:

- 35.1 The World of Motorsport shall be entitled to call for an inquiry into an event if it has become evident that promoters or officials or competitors have breached regulations, with these actions being detrimental towards the sport and in the absence of no action taken by officials;
- 35.1.1 The inquiry will be held and finalized within 14 days following the event;
- 35.1.2 Or as per GRR 27.6.2, in the event of a Clerk of the Course advising a competitor should receive the yellow flag as a calming down measure, this shall be done in writing by the COC and Event Director, within 14 days;
- 35.2 The World of Motorsport shall have further powers or be entitled to call for an inquiry into the results following a championship and may amend or delete races in the interest of the sport;
- 35.2.1 This shall be done in concert with the appointed officials and promoter from the event, together with all event documentation;
- 35.3 WOMZA reserves their rights, to extend the 14 day inquiry, if new/fresh evidence has been presented as per GRR 35.1 only.

OT 36. BANNING OF COMPETITORS/OFFICIALS

36.1 GENERAL

Competitors who are banned at club level, not related to racing, not enough for the Clerk of the Course or the Event Director to ban the competitor or official, the matter shall be dealt with under the club constitutions;

OT 37 WOMZA BAN

Competitors who are banned by Officials, either on the day of the event or by way of Court of Enquiry, the following shall apply:

- 37.2.1 In receiving a ban, the banned competitor may not participate in any event, by way of signing on as a pit mechanic, an official or any other position at any WOMZA sanctioned event for the period of the ban;
- 37.2.2 Each venue shall have the right to exercise the “right of admission” held against such a ban competitor;
- 37.2.3 WOMZA shall in extreme cases extend the right of admission placed on the offending party at all WOMZA venues;
- 37.3 WOMZA reserved the right to uphold bans imposed by fellow controlling body;

OT 39. VEHICLE CHECKING PARC FERME

- 39.1 In the event of the COC instructing vehicles to be checked for eligibility according to class regulations, the following shall be applied:
- 39.2 The first five (5) vehicles finishing a heat or the first 5 highest point scorers of the event will be sent to parc ferme, this furthermore does not prevent the COC or TC requesting additional finishers;
- 39.3 The top three score holders shall be checked first, in the event of any of the top three vehicles not complying, the 4th and 5th vehicles will be checked, as the positions automatically move up, as the obvious being one or two of the top three had been excluded;
- 39.4 It follows that should the top three competitors comply, the 4th and 5th competitor will not be stripped;
- 39.5 Post event strip shall only include working mechanisms of the vehicle – any other exterior visible parts, example, tyres protruding body work, incorrect exterior mirrors, wings, side skirts etc, are classified as protestable items during scrutineering and the event. The TC’s will not be empowered to recommend an exclusion on exterior matters, unless there is a protest that exists.
- 39.6 **The COC and Event Director shall furthermore, be empowered to override a regulation if it is deemed to be that there was a misprint in the regulations or if it is evident with proof that more than one competitor had an irregularity for non-performance parts.**

GRR 40. ENGINE, COMPONENT COMPLIANCE

- 40.1 All vehicles must comply with technical and construction regulations as written and the class which the competitor has entered;
- 40.2 Once a vehicle has gone through scrutineering successfully and the vehicle requires change of restricted components, the following procedure shall take place:
 - 40.2.1 The competitor shall inform the scrutineer of his/her intentions;
 - 40.2.2 Once the component has been changed the scrutineer shall sign the change in the competitors scrutineering book and must notify the COC in writing of the change, within 30 minutes of the change;
- 40.3 In the event of a component been suspected of non-compliance the scrutineer shall be entitled to impound the component and have it checked by the Technical Consultant;
 - 40.3.1 A full recording of the impound shall be done in writing;
 - 40.3.2 All components under further investigation have to be sealed to prevent tampering;
- 40.4 Failure by the competitor announcing the change with the scrutineer or should the component that was replaced not be compliant, shall result in the competitor being excluded from the event.

GRR 40.5 CLASS IRREGULARITIES:

- 40.5.1 Following an inspection exercised by the Technical Consultant, and it be made known that the vehicle does not comply to the class regulations in respect of technical or construction, reference to be made to GRR 26.7.3
- 40.5.2 WOMZA shall reserve the right to increase or decrease these penalties based on merit;

GRR 40.6 STRIPPING OF ENGINES AND GEARBOXES:

- 40.6.1 The stripping of engines and gearboxes shall be performed by the competitor and pit mechanic in the presence of the officials; Competitors stripping any parts in the absence of an official, shall be excluded immediately.
- 40.6.2 Volume irregularity - This will take place by removing the head to measure the bore and stroke to enable a calculation to be made;
- 40.6.3 Cylinder Volume shall mean the volume generated by a cylinder (or cylinders) by the upward or downward movement of the piston/pistons.

- 40.6.4 Such volume is expressed in cm# and for all calculations relating to cylinder capacity, the symbol π will be regarded as equivalent to 3.1416;
- 40.6.5 The appointed COC and/or Technical Advisor may impound a vehicle and request the vehicle to be stripped in respect of the above. Competitors and if a minor competitor, their parents or guardians shall remain present until the findings have been noted and signed for;
- 40.6.6 The following members shall be entitled to instruct investigation into the eligibility of a vehicle performing above its limitation – WOMZA, the Clerk of the Course, the Directors of the Meeting and Technical Consultant with no costs payable.

GRR 40.8 FUEL

- 40.8.1 Competitors, who are suspected of mixing fuel, shall drain their fuel in the presence of officials, fresh fuel to be supplied by the promoter;
- 40.8.2 There would be no further penalty in this respect; the competitor shall remain in the race and in the correct draw/grid or point position;
- 40.8.3 It shall be the competitor's responsibility to pay for the fresh fuel within a period of 48 hours;
- 40.8.4 Competitors failing to pay the fuel would automatically have their license suspended for all events until the fuel payments had been received.

GRR 41. DEFINITIONS OF BRINGING THE SPORT INTO DISREPUTE:

The following regulation of GRR41 deemed bringing the sport into disrepute

- 41.1 Deliberate or intentional actions from a member, official or competitor in view of the public, pit area or official area, this includes electronic medium and/or social media slander and/or negative comments towards the administrators, officials and clubs; cyberbullying is bullying that takes place over digital devices like cell phones, computers, and tablets. Cyberbullying can occur through SMS, Text, and apps, or online social media platforms, forums, or gaming where people can view, participate in, or share content.
- 41.2 Physical encounters, which include pulling or tugging another person's clothing;
- 41.3 Helmet throwing;
- 41.4 Driving in an opposite direction on the racetrack or infield or **driving in an unsportsmanlike manner**, with the intentions to deliberately ramming, **premature braking** or bump or knock into or over a vehicle, official and infrastructure, this includes the pit area;
- 41.5 The use of foul language, verbal threats towards fellow competitors, spectators, officials, competitors and/or employees of the venue;
- 41.6 Racial remarks, are not taken lightly, any form of racial remarks towards any person at the event, the officials shall be obliged to hold a hearing and ban the person for a minimum period of 6 months – the matter is not protestable and cannot be appealed.
- 41.7 The penalty for breach of Bringing the sport into disrepute, is a minimum ban of 6 months or R10,000 fine, the offender shall select the penalty and advise the Role Playing Officials or Hearing Members the choice immediately. Once selected the implementation shall be with immediate effect.
- 41.7.1 Fines are payable within 7 days from the finding;
- 41.8 WOMZA Management reserves the right, in an absence of a hearing or following such a hearing, to intervene and implement a finding or to reduce or increase a finding;
- 41.9 Competitors and Officials, who are found guilty of boycotting:-
 - 41.9.1 Inciting/encouraging mass refusal to enter an event or withdraw from an event;
 - 41.9.2 Threatening to load their vehicles once signed on;
 - 41.9.3 Officials leaving or refusing to officiate, once signed on;
 - 41.9.4 The penalty for the above is an immediate ban of 12months.



NATIONAL HOTROD TOUR 2025

The National hotrod tour is run under the World of Motorsport South Africa (WOMZA) and unless otherwise stated, all Rules and Regulations of WOMZA apply.

NHT	<p><u>HOTROD TOUR SCHEDULE</u></p> <p>1. 27th April 2025 – Richards Bay (Qualifying Round 1)</p> <p>1.1 7th June 2025 – Bosveld (Qualifying Round 2)</p> <p>1.2 9th Aug 2025 – The Rock (Qualifying Round 3)</p> <p>1.3 4th Oct 2025 – Mahem (Qualifying Round 4)</p> <p>1.4 1st November 2025 – Ultimate Outlaws (Final)</p> <p>1.5</p> <p><u>TOUR EVENT FORMAT</u></p> <p>NHT 2. <u>Brief Overview</u></p> <p>Championship will consist of 4 Qualifying Rounds to be held at Richards Bay, Bosveld, Rock and Mahem, and a Final to be held at Vereeniging. The grid positions at each round will be determined by a draw and invert system using 2/3 grid. Qualifying will be held at each qualifying round only. Qualifying will only be used to break a tie in points for the grid position for the final heat. The combined points from each round will be used to determine the grid position for the Final at Vereeniging.</p> <p>This final will be a 30 lap race and the winner will be crowned the 2025 National Hotrod Champion. A 2nd heat on the night will be the Vincent Botes Memorial Race. The finishing positions of the final will be inverted for a 20 lap race.</p> <p>3 <u>QUALIFYING POSITIONS</u></p> <p>3.1.1 Qualifying sequence will be determined by means of a draw for Round 1 and then in reverse Championship order for all legs thereafter.</p> <p>3.1.2 Celebrity Competitors (by Invitation) will qualify last in sequence.</p> <p>3.2 <u>QUALIFYING</u></p> <p>3.2.1 All Competitors will qualify.</p> <p>3.2.2 Qualifying will only be used to break a tie of Points before the Final Heat.</p> <p>3.3 <u>DRAW FOR HEATS</u></p> <p>3.3.1 All Competitors will attend a compulsory Drivers Meeting directly after qualifying.</p> <p>3.3.2 The entry list will be divided into three equal groups and the Competitors will draw for their respective starting positions.</p> <p>3.3.3 The 2/3 grid positions system will be implemented.</p> <p>3.4 <u>HEATS</u></p> <p>3.4.1 Each Competitor will compete in two heats in their respective Groups.</p> <p>3.4.2 Heat 1 – Group A as per draw (inside) Group B as per inverted draw (outside)</p> <p>3.4.3 Heat 2 – Group B as per draw (inside) Group C as per inverted draw (outside)</p> <p>3.4.4 Heat 3 – Group C as per draw (inside) Group A as per inverted draw (outside)</p> <p>3.5 <u>FINAL RACE AT EACH QUALIFYING ROUND</u></p> <p>3.5.1 Points from Heat 1, Heat 2 and Heat 3 determines the grid for the Final.</p>
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<p>3.5.2 3.5.3 3.5.4</p>	<p>Should there be more than 26 Competitors able to participate in the final then the Final <u>may</u> be split into two Finals with the Top 20 Competitors racing the Final and the balance of the competitors participating in a Consolation Final.</p> <p>This decision will be made between a representative from the Committee, One Drivers Representative and the Race Directors and will be made as Interval Commences.</p> <p>They will consider the nature of the track in respect of large grids and the condition of the vehicles competing.</p>
<p>4. 4.1.1 4.1.2 4.1.3 4.1.4 4.1.5 4.1.6 4.1.7 4.1.8</p>	<p><u>QUALIFYING FORMAT</u></p> <p>Qualifying does not count for Points.</p> <p>Qualifying will take place, regardless of circuit conditions, at the scheduled time. If the circuit conditions change during qualifying; the session will continue.</p> <p>The Race Director may at his discretion, and under extreme circumstances, place all cars on the Circuit for an 8-lap practice just prior to qualifying to try and neutralize a “dirty” circuit.</p> <p>Any Competitor who misses his position in the qualifying sequence will forfeit the opportunity to Qualify.</p> <p>In the event of a timing system failure the respective Competitor will be given a chance to accept any lap that may have been timed or he will forfeit these and re-qualify at the end of the sequence</p> <p>Each Competitor gets 1 installation lap (starting this lap from just beyond the finish line), 1 warm up lap and 3 timed Laps with only the fastest lap counting.</p> <p>Where Competitors set identical times, the Competitor who set the time first enjoys the benefit of the higher placing.</p> <p>If for any force majeure reason Qualifying cannot take place or be completed the fastest qualifier will be awarded to the Competitor who is the quickest at this point. In this instance a tie for points before the final will be determined by the finishing position of the respective Competitors in the first heat in which they both participated.</p>
<p>5. 5.1.1 5.1.2 5.1.3 5.1.4 5.1.5 5.1.6 5.1.7</p>	<p><u>LAPS</u></p> <p>Heats will consist of 20 Laps.</p> <p>Consolation Final will be 15 Laps (reviewable by the Tour Committee after considering number of competitors in Consolation Final)</p> <p>Final will be 25 Laps.</p> <p>First 8 laps of yellow flags, do not count towards race Laps in the Final whereafter that they count toward race Laps.</p> <p>Only under extreme circumstances may the Clerk of the Course call a race result without the prescribed number of laps being completed.</p> <p>CHAMPIONSHIP RACE – 30 laps</p> <p>Vincent Botes Memorial – 20 Laps</p>
<p>6. 6.1.1 6.1.2 6.1.3</p>	<p><u>POINT SCORING</u></p> <p>Heats – 30,29,28,27,26</p> <p>Consolation Final – 25,24,23,22,21</p> <p>Event Final – 40,39,38,37,36</p>
<p>7. 7.1. 7.1.1 7.1.2 7.1.3 7.1.4</p>	<p><u>AWARDS</u></p> <p>The winner of the leg will be the Competitors who wins the final.</p> <p>Trophies will be awarded to first 3 over the line in the final subject to race infringements and technical transgressions.</p> <p>The Top 3 Pro Am Competitors will also receive trophies after the event based on their positions in the Final.</p> <p>The fastest Qualifier will receive a trophy on the track</p> <p>If the final cannot be completed the trophies will be awarded on Points provided 50% of the event has been completed and that each competitor has had a chance to compete in an equal number of races. This will be done in the Clubhouse after the event. Ties will be split using qualifying times at this point.</p>

7.1.5	Accumulated Event scores will go towards the Grid positions for the Final Event. The leader on the Points table will be recognised as the Pole Position Holder for the final
7.1.6	Once the grid positions for the Final have been determined they will have no further bearing on the Championship.
7.1.7	The Competitor who finishes this Final Race First is the 2025 National Hotrod Tour Champion.
7.1.8	The Pro-Am Competitor with the best placing in this Final is the 2025 National Hotrod Tour Pro-Am Champion.
7.1.9	The finishing positions are subject to driving and technical transgressions.
7.1.10	Only the top 30 Competitors from the 4 Qualifying Rounds may participate in the Final. Competitors who did not participate in at least one of the four qualifying legs may NOT participate in the Final.
8.	<u>TYRES - All Rounds</u>
8.1	<u>TYRE ALLOWANCE</u>
8.1.1	Each Competitor may log 6 tyres for the first round of the 2025 Championship in which he participates. (max 4 new and balance must be used)
8.1.2	For each round thereafter an additional 4 tyres (new or old) may be logged.
8.1.3	Tyres are restricted to max 6 tyres at each round.
8.2	Tyres to be logged between 10am and 1pm at the Scrutineering Bay on the day of the event.
8.3	Any Competitor participating in Qualifying, Heats or a Final without a logged tyre will be excluded from the event.
9.	<u>ENTRIES AND ENTRY FEE</u>
9.1.1	Entry Fee per event to be R750.00 per event. Any Competitor who is unable to afford the entry fee may approach Michelle for confidential dispensation.
9.1.2	Entry Fees are payable to the National Hotrod Tour and not The Host Club.
9.1.3	Entries close one week before an event.
9.1.4	Any Competitor failing to enter in time will start both heats from the back of respective Group and the Final from the back of the grid.
10.	<u>In Car Footage</u>
10.1	Competitors may only approach Officials to discuss an incident if they are in possession of their own forward-facing In-Car footage. No Footage, no protest.
11.	<u>POST EVENT PENALTIES</u>
11.1.1	These penalties are applied to resolve issues that were not adequately resolved during the event or incidents that have subsequently developed.
11.1.2	The Tour Committee will take responsibility for this process. Drivers Representatives will be required to assist by filling the position to review incidents that involved Tour Committee Members. Incidents not addressed by Officials will also be reviewed.
11.1.3	The Committee must inform the involved Competitors of the investigation and may ask Competitors to provide the appropriate In-Car evidence. These aspects must be resolved within 5 working days of the event. At this stage all recorded footage will be considered. Competitors failing to provide their own In-Car footage will have a negative impact on their standing in the incident. Committee will facilitate such a process through the Drivers Review Panel
11.1.4	Competitors wishing to submit a review must submit a completed Protest form and the accompanying fee in writing by 4pm on the Monday after the Event by sending it to secfen1@mweb.co.za . No footage no review. This will be submitted to a Drivers Panel. The findings of the Drivers Review Panel are final and may not be appealed.
12.	<u>My Laps Lap Timing System</u>
12.1.1	A Computerized lap timing system is in place for 2025. This system consists of a transponder to be attached to all cars on the driver's side sissy bar down pipe and placed within the inside of the structure. Scrutineer will assist in this placement.
12.1.2	Transponders are to be in place through-out Friday and Saturday.
12.1.3	Competitors are responsible to ensure the transponder is being 'picked up' by the system.
12.1.4	It is compulsory to have the lap timer fitted for Friday and Saturday practice of a Tour leg.

<p>13.</p> <p>13.1</p> <p>13.1.1</p> <p>13.1.2</p> <p>13.1.3</p> <p>13.1.4</p> <p>13.1.5</p> <p>13.1.6</p> <p>13.2</p> <p>13.2.1</p> <p>13.2.2</p> <p>13.2.3</p> <p>13.2.4</p> <p>13.2.5</p> <p>13.2.6</p> <p>13.2.7</p> <p>13.3</p> <p>13.3.1</p> <p>13.3.2</p> <p>13.3.3</p> <p>13.3.4</p>	<p><u>RACE REGULATIONS</u></p> <p><u>GENERAL</u></p> <p>Drivers are reminded that they have the right to protest any decision made by the officials, if they feel aggravated.</p> <p>Drivers are reminded that they are responsible for their immediate family and pit crew.</p> <p>Drivers are reminded that if they threaten to load their cars during an event, they will be expelled from the Tour with immediate effect.</p> <p>Any negative social media post whether it is Facebook, Instagram etc, will see a Competitor expelled from the Hotrod Tour with immediate effect</p> <p>Any Competitor, family members or crew making derogatory comments about the Tour or Fellow competitors will result in the Competitors Expelled with immediate effect from the Tour.</p> <p>Drivers may only participate in the respective heats in which they were drawn.</p> <p><u>RACE REGULATIONS – STARTING PROCEDURE</u></p> <p>During heats the cars will line up in Single file, after warmup, in their race order.</p> <p>The grid Marshal will show Competitors to X and all gaps must be filled. It goes without saying that if a competitor is missing the entire grid will move up by alternating between the Inside grid slot and the outside grid slot. If position 3 is missing position 4 becomes 3, 5 becomes 4, 6 becomes 5 and so forth.</p> <p>During the Final all open slots will be closed by re allocating the grid positions i.e if position 3 is missing position 4 becomes 3, 5 becomes 4, 6 becomes 5 and so forth.</p> <p><u>RACE REGULATIONS - RE – START PROCEDURE</u></p> <p>First lap incidents will be restarted in original positions. Competitors will close gaps left by Competitors who cannot make the restart and will start according to the displayed Signs that say either.</p> <p style="text-align: center;">“Total Restart – Original positions”</p> <p style="text-align: center;">or</p> <p style="text-align: center;">“Single File Restart – Original Positions”</p> <p>Incidents after the leader has completed the first lap will be restarted in single file and and competitors assume the position they take as they re-join after the incident. This will be indicated by the display of a sign.</p> <p style="text-align: center;">“ Single File Restart – Hold Positions”</p> <p>Once the field is circulating at idling speed the following sign will be displayed</p> <p style="text-align: center;">“Lapped Vehicles Must overtake”</p> <p>This allows lapped Competitors to overtake and join at the back of the circulating grid.</p> <p><u>RACE REGULATIONS – INCIDENTS</u></p> <p>The Race Director is encouraged not to use yellow flag during races if the incident is off the racing line or can be cleared before the next lap.</p> <p>All Competitors involved in an incident must re-join as quickly as possible and continue racing.</p> <p>Where a yellow flag is necessary for a first lap incident all Competitors must assume their original starting position which will be indicated by a Board (refer to 12.2.4).</p>
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	Accidentally spinning A Competitor out	*Re-Classified behind Competitor spun out in heat result	Exclusion from the Heat	Exclusion from Event
17.2	Deliberately taking out	Exclusion from Heat	Exclusion from event	
17.3	Shunting with subsequential gain.	*Reclassification behind affected Competitor	* Minus 10 points and Reclassification behind affected Competitor	Exclusion from Heat
17.4	Passing under Yellow	Warning and return Position	Return position and minus 10 points	Exclusion from Heat
17.5	Consistent Shunting Without gaining a position	Warning	Minus 5 Points	Minus 10 points
17.6	Jump Starting	Minus 10 points	Minus 10 points and a 5-place grid penalty for the Final	Exclusion from Heat
17.7	Retaliation	Exclusion from Heat		
17.8	Using unlogged Tyres	Exclusion from Event		
17.9	Ignoring Blue Flags	Warning	Minus 10 points	Minus 10 points
17.10	Abuse of Officials	Exclusion from Event		
	<p>*If aggrieved Competitor fails to finish resulting from the incident, then the guilty Competitor is excluded. If the Aggrieved Competitor fails to finish resulting from other issues then the guilty Competitor is classified last.</p>			
18	<p><u>TOUR CHAMPIONS</u> For the Tour to achieve Championship Status at least 60% (3 Legs) of the events (4 qualifying events and the final) must be held. If for any reason the Final cannot be held then the consolidated Points will be used to determine the Champion. Specific regulations regarding the Final will be released closer to the Event.</p>			

TRACK REGULATIONS

Whilst only a few minimum standards had been noted it shall be important in the interest of safety to always improve on safety standards;

TRACK REGULATIONS- Attention to be drawn to JOC requirements additionally to these minimum standards

- TR 1. Proper gate design and effective closing mechanism to be installed;
- TR 1.1 Pit gate – it is highly recommendable that Pit Gates should open on the track;
- TR 1.2 Pit gate – Debris fencing has to be erected on top of gate;
- TR 2. Nobody is permitted to stand behind the gate whilst racing has commenced, this includes the Pit Marshal;
- TR 2.1 A chain is to be fitted behind the closed pit gate – 3m backward, from left to right;
The chain shall be in position once pit gate is closed, preventing people standing behind the pit gate at all times, which shall include the pit gate marshal;
- TR 3. Barrier wall / Armco / Tyre walling, minimum height required is 1m from the track surface.
- TR 3.1 Tyre walling – in all instances the promoters will be obliged to start phasing out tyre barriers and replace with either Armco or brick walling;
- TR 3.2 Triple Armco barriers minimum requirement, preferably erected flush;
- TR 3.2.1 Maximum spacing horizontally between Armco shall not exceed 100mm;
- TR 3.3 Brick walling to have a smooth finish;
- TR 3.4 In all instances the Pit Gate shall close flush to barriers;
- TR 4. Debris and spectator fencing surrounding track, no less than 1.8m in height shall be erected above the barrier;
- TR4.1 Walk ways and seating area close to the walling, it is recommended to fit two cables to the debris fence, half and three quarter way up on fencing.
- TR 5. **Lighting:**
- TR 5.1 All electrical wiring feeding lighting poles shall be sealed;
- TR 5.2 Electrical boxes and switchgear units, all units are to be locked on event days;
- TR 5.3 Tracks presenting evening races – the lighting shall be of good standard;
- TR 6. **Robots:**
- TR 6.1 Robots are compulsory for WOMZA championship events;
- TR 6.2 A minimum of four (4) robots must be installed around the track;
- TR 7. **Track surface and run off area:**
- TR 7.1 Track surfaces should be free from loose stones and any other form of debris. Run off area to the infield should be level with the track surface;
- TR 7.2 Tracks that have a definite burm between the track surface and infield will not be entitled to host Side-cars, Quads and MX Bikes. Curbing, will either be made out of cement curbing or planted tyres which are to be painted;
- TR 7.3 Tyres are to be planted so that they do not dislodge themselves.
- TR 7.4 The maximum height of the protruding planted tyres shall not exceed 150mm.
Truck tyres may not be use as curbing.
- TR 8. **Apex markers for contact racing:**
- TR 8.1 These markers are to be painted on the wall in a contract colour;
- TR 8.2 The width of the markers will be no less than 30 cm and at least 50 cm in length;
- TR 8.3 The markers are to be centre of the corners and centre of the straights;