



NAMIBIA

MOTORSPORT

FEDERATION

NMSF STANDING SUPPLEMENTARY REGULATIONS

GYMKHANA

STANDING SUPPLEMENTARY REGULATIONS AND SPECIFICATIONS FOR GYMKHANA 2025

SSR

700. THE GYMKHANA STANDING REGULATIONS SHALL

- (a) apply to the NMSF Gymkhana Championship, in conjunction with the Supplementary Regulations and any Further Instructions issued by the organisers.
- (b) act as a guide for the conduct of other types of Gymkhanas.
- (c) These rules together with the NMSF Sporting Regulations (SPR'S) of the Namibian Motor Sport Federation (Hereinafter Referred to as NMSF) replace all previous rules and regulations in respect of Gymkhana. in Namibia.

Reference to this Standing Regulations in the Application for an Organising Permit.

701. OBJECT OF THE COMPETITION

The object of the competition is for each driver & navigator to complete all the tests of the program in the prescribed manner, in the shortest possible time, without incurring penalties. Gymkhanas are regarded as the introductory level of events in the spectrum of motor sport. They offer to clubs and Competitors the opportunity to conduct and take part in some of the less formalised events conducted under the NMSF Sporting Regulations (SPR), in which the essential skills of car control and judgement may be practised under conditions which avoid many of the hazards of public roads.

702. CONDITIONS FOR NMSF GYMKHANA EVENTS

- a) The Supplementary Regulations must list only the tests that are to be used on the day, and the course diagrams must be included in the SRs. Not less than 25% of scheduled tests must be reversing tests.
- b) Events must be held on a sealed or paved surface
- c) Not more than four (4) drivers may be entered to drive the same vehicle. At the Clerk of the Course's discretion this number may be extended for a family unit.
- d) Awards may be at the discretion of the organisers.

703. RUNNING OF EVENT

- a) Not fewer than 2 different tests must be completed for the event to be valid
- b) The diagrams and procedures of the tests to be attempted should be included in the official program must be distributed to the Competitors.
- c) The ballot for competition numbers must be conducted within each class and those classes must be based on vehicles, not on drivers.

704. VEHICLE REQUIREMENTS

- a) All competing vehicles must be scrutineered before the start of an event. Particular attention will be paid to brakes, steering, tyre condition, seat belts, seats, secure wheels, no loose objects in the cabin.
- b) The Clerk of the Course must rule on the acceptability of any vehicle to compete in the event and on the class in which it shall compete. Acceptable safety standards of presentation and condition must be met.

705. REPLACEMENT VEHICLE

- a) A driver whose vehicle has broken down may use a replacement vehicle, provided the consent of the Clerk of the Course has first been obtained. The replacement vehicle must be scrutineered, and should preferably be in the same class as the original vehicle.
- b) If a vehicle breaks down and can be repaired, the Clerk of the Course may give consent to the competitor to complete further tests out of running order to the rest of the field. In making that decision, the Clerk of the Course must consider maintaining the fairness of the competition. Depending on the nature of the repairs, the vehicle may have to be re-scrutineered. No protest shall be accepted against the Clerk of the Course's decision. in this matter.

706. CLASSES AND CRITERIA

- a) Competing vehicles may be divided into 'production' and 'specials' classes.
 - Class A: 2000cc
 - Class B: 1800cc

Class C: 1600cc
Class D: up to and including 1300cc
Class E: above 2000cc up to 2999cc
Class F: 3000cc and above

Note: Vehicles entered in classes A to F must be with tyres suitable for road use

Class F: Unlimited in capacity including all mid-engine, turbocharged, supercharged and 4x4 AWD vehicles and any tyre i.e. semi-slicks, slicks rain tyres and the like.

707. ENTRIES, DRIVERS & NAVIGATORS

1) License Requirements

- a) Drivers/ Navigator in possession of a NMSF coemption license for codes falling within the motoring category.
- b) One event license will be accepted

2) Driver & Navigator Requirements

- a) Directions and requests by an official must be obeyed. All drivers must behave in a safe and responsible manner.
- b) A speed limit of 10 km/h must apply in the pit area and when proceeding between tests. Failure by any driver to respect this limit may lead to exclusion from any further competition on the day. The imposition of this penalty will be at the discretion of the Clerk of the Course.
- c) All drivers & navigators must, while competing, wear at least a lap-type seat belt, properly adjusted.
- d) Drivers & navigators of Gymkhanas must wear helmets and it is highly recommended for all drivers of other open vehicles.
- e) Drivers & navigators of vehicles to which no windscreen is fitted must wear adequate while competing either non-shattering protective goggles or a helmet with a non-shattering visor.
- f) Adequate clothing and footwear must be worn while competing. Bare feet, thongs or sandals are not permitted.
- g) Any driver, navigator or official who consumes or is visibly affected by alcohol or drugs during an event must be excluded from further participation in the event
- h) The minimum age for drivers & navigators in any Gymkhana is 16 years. Drivers must be able to demonstrate an ability to control the vehicle.

708. PROCEDURES

1) Tests

- a) It is the driver's responsibility to understand the method of executing each test.
- b) The only officials of the event who may advise Competitors on the interpretation of test procedure are the Clerk of the Course and any officials appointed by him for that purpose. No timekeeper, observer, recorder or Judge of Fact must give any interpretation of the method of any test.
- c) If a test marker has been displaced from its original position by a vehicle during an attempt at a test, and if the vehicle is required to negotiate that marker again during the attempt, the driver must then proceed according to the original position of the marker.
- d) A vehicle must complete the full distance of a test under its own power.
- e) So long as the vehicle covers all of the required course of a test, even if this entails some retracing of an incorrect path, that attempt must be accepted as valid.

709. EVENT LAYOUT

1) Competition Area

- a) The event must be conducted on a sealed or paved surface.
- b) The competition area must be as flat and as smooth as is reasonably practical and must be free of any features which could be hazardous to drivers or to vehicles.
- c) The layout of each test as specified in the SRs must be strictly adhered to
- d) Test markers must be distinctively and prominently coloured and must be constructed so as to not cause damage to competing vehicles. Markers shown on the test diagrams by different letters may be of different colours.

- e) All garages used in a test must be clearly marked at their extremities, and by markers in each side. The back of each garage must be marked in a similar manner unless it is required that the vehicles shall travel through the garage.
- f) A field boundary line must extend across the fronts of the start and finish garages of each test extending 4m to each side and joining the fronts of such garages, spaced one metre apart. The markers of this field boundary must be of a distinctive form and/or colour different from all other markers of the test.
- g) The competition area should be surrounded by a field boundary. This boundary must define the spectator limits. Conditions may dictate enlargement of the field boundary in the interests of safety, for example if the surface has been made slippery by rain.
- h) Only officials of that test, the competing vehicle, the driver and the navigator are permitted within the field boundary during the competition.
- i) No person or vehicle shall be permitted between the finish garage and the field boundary during the competition.
- j) All officials must be located in safe positions.

710. START AND FINISH

- 1) Vehicles must start and finish each test in a forward direction.**
- 2) To start correctly, the vehicle must be stationary, wholly within the boundaries of the start garage and as close as practical to the designated start line before the commencement of the attempt at that test.**
- 3) To start or finish correctly, any point in the front half of the vehicle must precede all points in the rear half of the vehicle across the start or finish line.**
- 4) A driver may request the assistance of an official when aligning their vehicle at the start line.**
- 5) To finish correctly, the following procedure must be observed:**
 - a) the crossing of the start/finish field boundary line other than between the two front (red) markers of the finish garage must incur a penalty under **SSR 714 (f) (vi)** "Incorrect Method" unless at least one of those front (red) markers is displaced. The penalty for knocking any marker of the finish garage must be Plus, Five Seconds, imposed under **SSR 714 (e) (i)**; and
 - b) after crossing the designated finish line, the vehicle must continue and halt completely within the boundaries of the finish garage. This manoeuvre must be completed without reversing and within a period not exceeding 10 seconds. Spinning a car to a halt in the finishing garage is not considered as reversing.

711. METHODS OF SCORING

- a) Placings must be decided on the aggregate of elapsed times on the tests completed, plus any penalties. The winner/s must be the driver/s having the lowest aggregate, including any penalties, at the completion of the event. In the case of equal scores, the tied Competitors must be declared joint winners.
- b) If any error is detected in timing equipment or methods, which gives reason to doubt the validity of Competitors' times in a test **SSR 713 (e) (iii)** should ensure that the test can continue.
- c) If the primary system of timing should fail to record a competitor's time, then the Competitor must be offered the choice of a re-run or the average of the manual back-up times used. If any penalty was incurred on the initial run then only the manual back-up times can be offered.

712. METHOD OF TIMING

- a) Timing must be to .01 of a second, recorded in writing.
- b) In Championship events if manual timing is used, it must be conducted using two manually operated stopwatches each operated by a different official. The two times must be recorded and the average of those times shall be the Competitor's elapsed time for the test. Should one of the manual times be judged inaccurate then the Clerk of the Course shall consider whether a re-run is justified or whether the other time alone should be offered or enforced in order to obtain a fair result in the competition. In this regard the Clerk of the Course is entitled to consider the one accurate time recorded as the manual back-up time when enforcing **SSR 711 (c)**.
- c) When automatic timing is used at least two manually operated stopwatches must be used as back-up. All the times so determined must be recorded separately, and must be used if failure of the automatic equipment occurs, so that the test can continue.

- i) Should it be necessary to use back-up timing then the average of the two recorded back-up times shall be used.
- d) The elapsed time for each driver who completes the test must be recorded. Any penalty/penalties incurred be recorded separately. A driver's timecard must be issued to each driver and have the time and penalties recorded on it at each test. Timing must commence when the leading point of the car crosses the designated start line and must cease when the leading point of the car crosses the designated finish line. The designated finish line must be not less than 500mm and not more than one metre behind the front of the finish garage.

713. CRITERIA FOR RE-RUNS

- a) Re-runs of a test, whether for an individual or for the whole field, are to be avoided unless that re-run is the only means of ensuring a fair result for all concerned.
- b) Individual re-runs may be authorised only by the Clerk of the Course whose decision shall be based on the degree of control the driver could reasonably be expected to have over the circumstances which support the Competitor's claim for a re-run (eg, a dog on the test area). The Clerk of the Course must ensure that the timekeeper and other officials of the test concerned are notified of any authorised re-run.
- c) Should timing equipment malfunction be discovered during a driver's attempt at a test the driver should be allowed to complete the test, then action taken as provided for in **SSR 711 (c)**.
- d) Should difficulty be encountered with either automatic or manual timing equipment, correct operation should be verified without repeated attempts being made by competing drivers. If necessary, a non-competing driver shall be used to check the operation of equipment.
- e) All drivers must be advised as soon as possible if any error is detected in timing equipment or methods which gives reason to doubt the validity of the field's times in a test. In such a case, the Clerk of the Course will decide whether:
 - i) the test concerned will be abandoned, providing that the program will still then contain at least the requisite minimum number of tests; or
 - ii) the original test will be re-run with restored or alternative equipment; or
 - iii) test will revert to manual timing for all Competitors as provided for in **SSR 711 (c)**.

714. PENALTIES

- a) There are two basic penalties applicable in Gymkhanas:
 - i) plus five seconds (refer to **SSR 714 (b)** for clarification);
 - ii) slowest time plus five seconds (**refer to SSR 714 (c)** for clarification).
- b) The penalty of "plus five seconds" means that five seconds must be added to the time recorded by that driver on that test for each infringement.
- c) The penalty of "slowest time plus five seconds" must be calculated by adding five seconds to the slowest time recorded by a driver who completed that test correctly, which then becomes the time for the penalised driver in lieu of that which was recorded. No penalty must exceed double the fastest time recorded by a driver who completed that test correctly. Where slowest time plus five seconds exceeds double the fastest time, the time to be applied must be double the fastest time.
- d) When establishing either fastest time or slowest time, no time which includes any penalty is to be used. Where the fastest time or slowest time incurred a penalty, then the next fastest time or slowest time without any penalty must be used.
- e) The application of these penalties must be as follows:

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| (i) | knocking any marker | Plus five seconds each infringement |
| (ii) | vehicle not fully garaged during the course of a test | plus five seconds each infringement |
| (iii) | finishing a test with part of the vehicle outside the end of the finish garage | plus five seconds |
| (iv) | failing to halt completely at the finish of a test | slowest time plus five seconds |
| (v) | finishing a test with the vehicle completely outside the finish garage boundaries | slowest time plus five seconds |
| (vi) | incorrect method (any procedure other than that specified as the correct procedure for completing that test) | slowest time plus five seconds |

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| (vii) | failure to complete a test (see note below) | slowest time plus five seconds |
| (viii) | running out of order without the prior approval of the Clerk of the Course | slowest time plus five seconds |
| (ix) | reversing after crossing the designated finish line (see Regulation SSR 710 (b)) | slowest time plus five seconds |
| (x) | failure to attempt a test | slowest time plus 10 seconds regardless of the “double the fastest time” being faster |

NOTES:

In the situation referred to in **SSR 708 (c)** (displaced marker), the Judge of Fact for that test must rule whether penalty **SSR 711 (e) (i)** – Knocking any marker, or penalty **SSR 711 (e) (vi)** – Incorrect Method, is the appropriate penalty.

“Failure to attempt a test”: before a driver may be penalised under **SSR 711 (e) (vii)** – Failure to attempt a test, the officials must make full effort to call him to the starting line. The officials may discharge this responsibility by calling the driver twice by competition number and name throughout the pit area/s. A driver who, having presented himself at a test fails to start their competition run at that test within one minute of being requested to do so by the timekeeper or their assistant, shall be deemed to have failed to attempt the test.

A penalty of disqualification may also be imposed for infringements of the Standing Regulations **707 (2)(b)**, **707 (2) (g)** and for other offences prescribed by the NMSF.

715. DUTIES OF OFFICIALS

715.1 Clerk of the Course:

- a) There must be one Clerk of the Course of the event, who will be held ultimately responsible for the conduct of the event. Their duties are defined in the NMSF Sporting Regulations. They may have assistant Clerks of the Course for the discharge of their duties. In particular:
- (b) They must act as controller of the functions of all officials of the event and shall co-ordinate their activities;
- c) They shall be responsible for decisions concerning the running of the competition, particularly those relating to safety, eligibility, timing and interpretation of the Standing Regulations;
- d) They shall give rulings on re-runs and on changes of vehicles;
- e) They shall complete and provide to the NMSF a report dealing with any reportable matters arising from the Event;
- f) They must prepare a written report containing the information necessary for the Stewards to prepare reports;
- g) They must ensure that all officials are fully briefed on their duties and on the use of equipment in their charge and on all the regulations relevant to the tests over which they have control; and
- h) They must also ensure that all tests are laid out in the correct manner and to the requisite dimensions, and that no natural or artificial features create a hazard to Competitors, officials or spectators.

715.2 Officials

In NMSF events, for each test there shall be at least one principal timekeeper (two when manual timing is being used), and two back-up timekeepers. These officials may also act as starters, recorder and Judges of Fact for that test. Their duties shall include being conversant with the Standing Regulations particularly those regulations dealing with the method of timing (SSR 712) and with penalties (SSR 714). They shall also be conversant with the NMSF Sporting Regulations (Duties of Timekeepers) and with NMSF Sporting Regulations (Duties of Judges).

715.3 Observers

- a) In all tests which require entry into a garage by a vehicle, observers must ensure that the vehicle is fully garaged, and that any penalty is applied fairly. A garage observer must be placed on the projection of a line drawn across the front of each such garage, to enable observation of any incomplete garage entry. Other observers may be appointed by the Clerk of the Course. All observers shall be Judges of Fact as referred to in NMSF Sporting Regulations (Duties of Judges).
- b) Officials must ensure that they are in safe positions while the event is in progress, especially near the finish garage.

- c) For Gymkhana events, the Clerk of the Course is an Essential Official. In addition, an Assistant Clerk of the Course may be appointed. Either the Clerk of the Course or the Assistant Clerk of the Course must of necessity always be on duty during the event.
- d) The duties of the Secretary, Chief Timekeeper and Chief Scrutineer may be discharged by the Clerk of the Course or by another suitably qualified Official.
- e) Any matter arising from the Event which requires action by the Stewards shall be referred to a stewards' hearing which shall be organised by the NMSF.

716. RESULTS

Provisional results will be posted as soon as they become available

717. PROTESTS

Any protest must be in accordance with **Part IX** and **Appendix R** of the **NMSF GCRs**.

718. PRIZES

The event awards shall be presented as specified in the supplementary regulations for each event or at the discretion of the organising club.

SSR 719 – 749 RESERVED