



**NAMIBIA**

**MOTORSPORT**

**FEDERATION**

**NMSF STANDING SUPPLEMENTARY REGULATIONS**

**OFF ROAD RALLY**

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## **STANDING SUPPLEMENTARY REGULATIONS AND SPECIFICATIONS FOR OFF-ROAD FOR 2025**

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### **SSR**

**505** 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 Off-Road Racing in Namibia.

### **506 ELIGIBILITY OF COMPETITORS**

No competitor shall be permitted to start an event unless he/she has satisfied the officials concerned that all the following are in order.

- i) All Entrants, Drivers and Navigators must hold a current competition licence valid for the event. These licences must be presented at documentation and will be retained by the organisers until such time as a properly completed incident report form has been received.
- ii) All competitors must have submitted properly completed entry forms. Late entries will only be accepted on payment of twice the set entry fee and a list of late entries must be posted on the official notice board. The restriction of the number of entries must be equal between the categories. An entry will only be accepted when completed in full and proof of payment is supplied by the Entrant before the close of entries as per the event SR's.
- iii) All competitors are to wear crash helmets whilst racing. Only motorsport type crash helmets will be permitted. These will be checked at pre and /or post event scrutineering. Crash helmets must be in good condition and not show any sign of damage, cracking, worn webbing etc. Helmets may ONLY be removed whilst the vehicle is stationary, and the motor is switched off. Safety harnesses are to be worn by all competitors properly fastened at all times whilst the vehicle is moving.
- iv) All vehicles are to carry at least one litre of drinking fluid per crew member at the start of each day's racing.
- v) All vehicles are to be equipped with a first aid kit, which shall contain a minimum of the following. 1 x Space blanket (per crew member) 1 x Triangular bandage 1 x 50mm x 70mm First Aid dressing pad 1 x 50mm x 200mm First Aid dressing pad 1 x 8cm Stretch bandage 4 x Band Aid type strips 4 x Neatseal type plasters (2 x large, 2 x small) The First Aid kit shall be clean, in good condition and not more than 2 years old.
- vi) During all competitive sections crew members must wear protective clothing from ankles to neck to wrists with a minimum standard of a one piece (non-synthetic) overall.

### **507. ELIGIBILITY OF VEHICLES**

- i) All vehicles must display advertising decals supplied by the event sponsors. Vehicle and competitors who do not comply with the following provisions will not be passed by the Scrutineers.
- ii) All vehicles must carry warning triangles and a medical warning board in compliance with NMSF's specifications for the duration of the event.

### **508. ROUTE MARKING**

- i) The route shall be planned in such a way that the average speed of the leader, under ideal conditions, should endeavour not to exceed 70 km/h for the event.
- ii) A "Measured Kilometre", using the same odometer and vehicle as used to measure the event, should be placed as close to the start venue as possible and the location published on the Official Notice Board.
- iii) All route marking must be done with red "Day-Glo" markers or red and green arrows – If markers are used, one colour must be used for the entire event unless exceptional circumstances dictate otherwise.
- iv) Each marker must present a face of at least 100mm x 100mm to competitors.
- v) Route marking must only be placed on the left-hand side of the track except where a turn is indicated where the following will apply:
  - a) Track Turning to the Left: Two markers, one above the other, with a gap not exceeding 10cm, will be placed on the left-hand side of the track 100m before the left-hand turn. Another double marker will be placed within 10m of the turn. This must be followed by a single confirmation marker on the left-hand side of the track within sight of the intersection.
  - b) Track Turning to the Right: As above, except that the double markers must be placed on the right-hand side of the track.
  - c) Track Turning with a Sharp U-Turn: In addition to the marking required above, a second set of double markers must be placed on the turn itself, i.e. there should be four markers on the turn.

- d) Single Confirmation Markers: These should be placed at regular intervals along the left-hand side of the route, at a maximum of 1km intervals. A confirmation marker must be placed within sight of the intersection. If the route is not obvious, confirmation markers must be placed within sight of one another. If routes run close together in opposite directions, a marshal and/or bunting is required. “Day-Glo” markers facing competitors from the outgoing route should be sprayed black or positioned in such a way that they are not visible to the oncoming competitors.
- vi) Should there be a change from the above, such as the route being run in reverse, the confirmation markers will be on the right-hand side.
- vii) Danger boards should only be used where a dangerous or extreme change in terrain takes place without warning. Danger boards should have a minimum size of 400mm x 600mm high with an exclamation mark and should be erected approximately 100m before the hazard. A Chevron or a “Xmas Tree” out of barrier tape or “Day-Glo” markers must be at the actual danger point. Where the route comes to a T-junction at which there is barbed wire or game fencing this fencing should be clearly marked with barrier tape indicating the direction of the turn.
- viii) Where the obvious road is not a continuation of the route, green “no go” marking should be introduced if at all possible.
- ix) When laying out the route the organisers should be conscious of providing overtaking opportunities.
- x) The first 50m from the start and the last 50m to the finish are to be bunted/fenced to keep spectators off the route. Marshals are to be present at the start/finish to ensure good crowd control.
- xi) Where the terrain does not allow for the above type of marking (e.g. rocky, mountainous terrain devoid of vegetation) the route may be marked with painted “Day-Glo” directional arrows and nondirectional “Day-Glo” paint spots onto fixed objects. Only biodegradable paints should be used.

#### **509. ROUTE**

- i) The route shall preferably have a minimum of two (2) laps and a duration of at least three (3) hours of racing time. A tolerance of 10% may be allowed, dependent on available terrain.
- ii) The minimum distance for all events is 120km (with a 10% per cent variance permitted) including any prologue.
- iii) The prologue shall consist of a minimum distance of 1 kilometre and a maximum of 5 kilometres and maybe more than one lap.

#### **510. ROAD BOOKS**

- i) All competitors will be issued with a route schedule which shall be definitive (route schedules will take preference over the route marking but must correspond with the route marking). Organisers are requested to mark district roads on the route schedule where the route follows a district road.
- ii) All “STOPS” at road/railway crossings and district roads (Public Roads) as well as EXTREME change to terrain (Danger Marking) must be shown on the route schedule.
- iii) Instructions on each page must be numbered sequentially. All pages of the route schedule must be numbered sequentially.
- iv) All of these legends/text should be clearly legible and be at least 5mm in height. Where the diagram contains more than one corner or item a short line with a dot on the end should indicate the point on the diagram to which the distance applies.

#### **511. ROUTE DIRECTION AND ROUTE DEVIATION**

- i) No competitor may drive on the route in a direction which opposes the flow of competitors driving in the direction stipulated by the organiser on the route schedule and by the route marking. A competitor may only leave the designated route when circumnavigating an obstruction or when overtaking, this must be done by staying as close to the route as indicated on the Route Schedule.

#### **512. CONTROLS**

- i) Timing Controls: These will be identified by control boards, and competitors will be required to stop at them. Timing will be done on official clocks, and the competitor’s time of arrival will be recorded by the official on the sequence sheet. The time will be recorded in hours, minutes, and seconds.

- ii) Procedure at Timing Controls: The controlled area at all controls will be determined by two sets of control boards. The first pair (one on either side of the track) will indicate the start of the control area. The second pair will be stop signs where the competitor will be required to stop and will delimit the end of the control area.

No overtaking is permitted within this controlled area. When a competitor has stopped at a control official and another competitor approaches, the second competitor may not pull up alongside the stationary competitor but should wait for the control official to complete all formalities with the first competitor. No waiting time will be allowed.

### **513. CLASSIFICATION AND TIME BAR**

- i) Classification
  - a) In order to be classified as a finisher of an event a competitor must complete the full distance of the event, (as specified in the Supplementary Regulations / Final Instructions or any other official notice published by the organisers), excluding the Prologue, within the time provided and under its own power.
  - b) The winner will be declared on the shortest racing time including penalties. For a dead heat the competitor who finished the prologue in the higher position will be declared the winner.
- ii) Time Bar: The time bar for the exclusion of slower competitors at the finish (as stipulated in the Supplementary Regulations, Final Instructions or any other Official Notice published by the organisers) is recommended to be three (3) hours after the leading competitor finishes the event. This time bar may be changed at the request of the COC of the event.
- iii) Midway Point/DSP Time Bar: The time bar for the exclusion of slower competitors when exiting the Designated Service Area will be published in the Supplementary Regulations.
- iv) Imposition of Penalties: Penalties shall be added at the end of that day's racing results. In other words, penalties incurred on the prologue shall be applied on the results of the prologue and so on for each day's racing section.

### **514. DISTRICT ROADS**

Where the route of an event follows a district road for more than one (1) kilometre and this road has not been closed to normal traffic, competitors will be decontrolled and given an adequate time allowance that will allow them to complete this section whilst obeying all normal traffic rules. Competitors will be re-started in the same position and at the same time intervals as they arrived at the beginning of the de-controlled section. No servicing will be allowed in the de-controlled section Any competitor arriving at the end of a de-controlled section before his allocated start time will only be re-started at his allocated start time. Any competitor arriving at the end of a de-controlled section after his allocated start time will be re-started at such time and sequence determined by the control official. No allowance will be made for any waiting time incurred by such a competitor.

### **515. ROAD/RAILWAY CROSSINGS**

Where the route crosses a road or railway line, a board with a black cross on a white background must be erected 200m or 200 paces before the district road or railway line. A stop sign must be erected at the edge of the road or railway line and must be visible to competitors allowing sufficient space to stop. It is compulsory to stop at this intersection under pain of the specified penalty (SSR 524 A vi) and competitors must ascertain whether it is safe to cross the road or railway line before proceeding. Organisers must ensure that all Stops are shown in the Route Schedule. Competitors are required to Stop whether the Stop Signs are present or not. Competitors who ignore the instruction in the Route Schedule will carry the same penalty as if the Stop Boards were in place.

### **516. PRE- AND POST-RACE PADDOCK AND PARC FERMÉ**

- i) Pre-Race Paddock: Competitors must present their competition vehicles into a Pre-Race Paddock a minimum of thirty (30) minutes prior to the allocated start time of the first competitor or as specified in the event SR's. The Pre-Race Paddock will be an enclosed de-marketed area with an official at the single-entry point. The Paddock will be closed 30 minutes before the start time of the first competitor.

Competitors not in the Pre-Race Paddock will start at the back of the field as determined by the Start Officials. The location and entry point of the Pre-Race Paddock must be detailed in the Route Schedule and displayed on the Official Notice Board

- ii) Post-Race Paddock: There will be no impound paddock on completion of a day's racing. Once racing for the day has been completed competitors are responsible for the safety of their competition vehicles.
- iii) Parc Fermé: There will be a post-race parc fermé at the finish of the event, into which all competition vehicles must be placed. Release of this paddock will be subject to the discretion of the Clerk of the Course but will not take place earlier than one hour after the leading vehicle has completed the event.

**517. SERVICE CREWS/OUTSIDE ASSISTANCE**

- i) The use or receipt by the crew of a competing vehicle, of any manufactured materials (solid or liquid), spare parts, tools or equipment is prohibited. Passing information to or from the vehicle is permitted, provided that in doing so the passing of information does not create a situation which interferes with the passage of other competitors and / or the control of a point.
- ii) Servicing and assistance is only permitted at the Designated Service Point/s or where specifically permitted by means of an Official Notice.
- iii) The crew, using solely the equipment on board with no external physical assistance, may perform service on the competing vehicle at any time, other than where this is specifically prohibited. The servicing of vehicles within a control area is strictly prohibited and the vehicle must first be pushed out of the control area and may then be serviced.
- iv) A competition vehicle may only be pushed/towed to remove the vehicle causing the obstruction to the passage of competitors on the race route.
- v) Outside assistance may be given by an official (listed in the SRs and/or final instructions as being authorized to assist competitors) of any event, or by another competitor who is still actively racing and eligible to be classified as a finisher. Competitors who have retired or crossed the finish line may not render assistance.
- vi) Notwithstanding the above, in the event of an accident in which the crew are endangered, outside assistance may be given by a third party. The Clerk of the Course will be empowered to investigate such assistance and take appropriate action where deemed necessary.

**518. PRE-RACE PRACTISING**

An entry from a competitor who has been found to have practiced over or in the vicinity of the route at any time during the sixty (60) days preceding the event will not be accepted. The foregoing, however, does not apply to legitimate participation in an event which may cross or use sections of the route within sixty (60) days preceding the event. All decisions in this respect shall be referred to the Clerk of the Course.

**519. YELLOW/WHITE LIGHT**

Organisers are required to have a minimum of two (2) check points on the main racing section/s of an event to check that yellow/white lights on competition vehicles are operational. The first check point must be situated within the first third of the lap and the second check point must be sited within the last third of the lap. In addition, the organiser must have a light checkpoint on the prologue.

**520. STARTING ORDER**

- i) The objective of the starting order is to provide a safe and fair chance to every competitor competing in the prologue/event. There will be a draw to determine the starting order for the Prologue. The gap between the competitors for the start of the Prologue will be a minimum of two (2) minutes and if both vehicles and bikes compete, bikes will start first in pairs of 2 (two).
- ii) a) Competitors who do not start the Prologue at the allocated time will be started behind the last competitor at a time determined by the start official and will have a fifteen (15) minute penalty added to their Prologue time.  
b) Main Racing Section: The starting order for the second day's racing section will be determined by the sequence and time established in the Prologue. The fastest competitor in the Prologue will start the Racing Section first, followed by the remainder of the competitors who will be started in the sequence and at the time intervals established in the Prologue. Competitors who are more than thirty (30) minutes slower than the leader in the Prologue will be started 5 minutes after the last vehicle with 2-minute intervals for all remaining competitors. Competitors who do not start the Main Racing Section at the allocated time will be started 5 minutes behind the last competitor at a time determined by the COC and will have a fifteen (15) minute

penalty added to their time for the Main Racing Section. Competitors who did not finish the Prologue, will be allocated a time of 1.5 times slower than the leading competitor in their class. Competitors who do not start the Prologue will be allocated a time 2 times slower than the leading competitors in their class for the Prologue. Should there be no finishers within a class the time allocated will then be based on the time of the leading competitor in the next lowest class within the relevant category

The starting order where no prologue is held will be in an order determined by the Clerk of the Course at his discretion.

## **521. OVERTAKING**

Overtaking of fellow competitors must always be done to the right of the vehicle being overtaken unless exceptional circumstances do not permit this.

## **522. REFUEL**

- i) Refuel points shall be a maximum of 80 kms apart.
- ii) The driver and navigator may remain seated in the vehicle during the refuelling process provided that:
  - a) The engine has been switched off and remains switched off throughout the refuelling process.
  - b) The doors and/or roof lid (whichever is applicable) are open throughout the refuelling process.
  - c) The driver and Navigator's safety harnesses are unbuckled throughout the refuelling process.
  - d) One crew member, equipped with a fire extinguisher, is positioned on the driver's side of the vehicle and another crew member, also equipped with a fire extinguisher is positioned on the Navigator's side of the vehicle throughout the refuelling process. These two crew members may not perform any other task until the refuelling process is complete.
  - e) The fire extinguishers used during the refuelling process shall have a minimum capacity of 2.5 kg each.
- iii) The organisers must appoint a Safety Officer who will observe the refuel procedure and who may report any infringements on the refuelling regulations to the Clerk of the Course for disciplinary action
- iv) Every pit exit will be manned by a marshal whose duties amongst others will be to check that the safety harnesses of all crew are correctly fastened
- v) Empty fuel drums must be removed from the refuel area / DSP by the competitor's service crews.

## **523. ACCIDENTS/INCIDENTS/RETIREMENTS**

- i) Injuries: In the event of anyone being injured, competitors are obliged to stop and render whatever assistance may be needed. In the case of a serious injury DO NOT move the injured person unless he/she is in a dangerous position. THE NEXT MARSHAL MUST BE INFORMED AS SOON AS POSSIBLE IN ORDER TO SUMMON ASSISTANCE, PLEASE GIVE THE MARSHAL THE INJURED PERSON'S LOCATION, NAME (WHERE POSSIBLE) AND COMPETITION NUMBER (WHERE APPLICABLE). WHEN AN AMBULANCE IS ENCOUNTERED ON THE ROUTE IT HAS THE RIGHT OF WAY AT ALL TIMES.
- ii) Use of the Medical Warning Board:
  - a) Should any competitor stop due to being involved in an accident whilst on the route being used for an event, the medical warning board together with a warning triangle must be displayed. This also applies to any vehicle stopped on the side of the route due to mechanical or any other failure.
  - b) Should medical assistance be required, the medical warning board must be displayed in such a manner that the red cross is clearly visible to oncoming competitors, preferably at eye-level. Care must be exercised to ensure that the correct side of the board is displayed to oncoming competitors. While the medical warning board is displayed in such a manner that the first competitor arriving on the scene of an accident must stop and render assistance.
  - c) Should a competitor happen upon the scene of an accident/vehicle stopped at the side of the route where no medical warning board is displayed, it must be assumed that the injuries are of such a nature that the competitors concerned are seriously injured and unable to display the medical warning board. Assistance must be immediately rendered. Should further assistance from other competitors be required, the competitors of the vehicle rendering the initial assistance must display their medical warning board with the red cross clearly visible to oncoming competitors. Should no further assistance be required, the green "O" or "OK" should be displayed.  
Once the injured competitors have been assisted their medical warning board should be displayed with the green "O" or "OK" clearly visible to oncoming competitors until such time as the vehicle has been removed from the route.

- d) Following an accident or where a vehicle is stopped at the side of the route and no assistance is required, the green “O” or “OK” must be clearly displayed to oncoming competitors until such time as the vehicle has been removed from the route.
- e) Competitors who fail to stop on arriving at the scene of an accident, where no medical warning board is displayed or where the red cross is displayed, are guilty of contravening the regulations and will be excluded.
- f) Competitors who are not injured and who leave a vehicle on the route and fail to display the green “O” or “OK” shall be subject to a fine as per SSR 524 A) ix) f)).
- g) Misuse of the medical warning board will be treated as a serious offence and will be dealt with accordingly.
- h) Competitors who render assistance will be compensated by the time they have spent at the scene. The determination of the compensation will be established by the time difference of the following competitor at the last control / Start. This interval will be used to determine that competitors time at the next control and will be corrected accordingly
- iii) Incident Report Forms: All competitors will be issued with Incident Report Forms at documentation. This form must be handed to the organisers either on completion of the Prologue and the Event or on retirement from the Prologue or Event and as soon as practically possible. Any incidents involving any person or property must be recorded on this form. Should a competitor fail to report any incident involving damage to a person or property on this form, that competitor may be reported to the Stewards of the Meeting and a fine as per SSR 524 A) ix) a) In particular competitors who fail to notify the organisers of any damaged/broken fences/gates so that the necessary repairs may be carried out. All competitors will be issued with two incident report forms at documentation. The first form must be handed in on completion of the prologue or retirement thereon. The second form must be completed and be handed to the organisers either on completion of the event or on retirement from the event and as soon as practically possible. Any incidents involving any person or property must be recorded on this form. Should a competitor fail to report any incident involving damage to a person or property on this form that competitor may be reported to the Stewards of the Meeting and/or NMSF for further action. In particular competitors who fail to notify the organisers of any damaged/broken fences/gates so that necessary repairs may be carried out.
- iv) Retirement: Should a competitor retire from the event he is to immediately notify the nearest radio marshal/official of this fact in writing. Competitors who have retired from the event must proceed to Race Headquarters as soon as possible and hand in their route check card and complete an Incident Report Form. Failure to notify the organisers, in writing, on the Incident Report Form within one (1) hour of retiring from the event will result in disciplinary action being taken against any competitor found to have safely retired from the event without notifying the organisers. Failure to comply with this regulation will result in the imposition of a fine as per

## 524. PENALTIES

- A The following penalties will be imposed by the Clerk of the Course, and where such penalties are applied, it shall not be necessary to hold a hearing with competitors in terms of SPR 159.**
- i) Should a competitor arrive at the start of any racing section or de-control or re-start after his allocated start time, as published he will be started at a time determined by the start official so as not to disadvantage any other competitor. He will not receive any time allowance for the time that he is late for his start nor for any time that he is kept waiting.
  - ii) Should a competitor arrive at the re-start of a de-controlled section before his allocated start time he will be started at his allocated start time.
  - iii)
    - a) Five (5) minutes for jumping the start at the Start or any other timed re-start.
    - b) For not reporting to the Start Official of the Prologue 10 minutes before his allocated start time.  
Ten (10) Minutes
  - iv) For early departure of competitors from Designated Service Points (DSP's), the following penalty will apply: Early departure at the control defining the exit of the compulsory stop, will entail an automatic ten (10) minute penalty. The time difference between the allowed time and the actual time taken (the time by which early departure took place) will be added to the 10-minute penalty.
  - v) Fifteen Minutes
    - a) For being unable to repair a yellow and/or white light when instructed to do so by a Light Check Marshal or any other Official. Refer to SSR 519.
    - b) For contravening SSR520.i) a) pertaining to start time. (Prologue)

- c) For contravening SSR520.ii b) pertaining to start time. (Main Racing Section)
- d) For contravening SSR 507 ii) pertaining to Medical Board and Warning Triangle.
- e) For contravening SSR 512 ii) pertaining to the Procedure at Timing Controls.
- vi) Thirty Minutes
  - a) For failure to stop at a road or railway crossing as indicated in the Route Schedule or Stop Sign. Refer to SSR 510 ii).
  - b) For pulling off from a stop control or road/railway crossing without first ensuring that it is safe to do so. Refer to SSR 515.
- vii) Sixty Minutes
  - a) For missing one marshal point or for missing a marshal point on the first lap of a lap type event.
  - b) For failing to stop at a Route Check Control/Timing Control (Refer to SSR 512 ii) and iii) or ignoring a control official's instruction.
- viii) Exclusion
  - a) For missing two or more route check controls or for missing a route check control point on the second or subsequent lap/s of a lap type event.
  - b) For having been found to have practiced on or in the vicinity of the route within sixty (60) days preceding the event. Refer to SSR 518.
  - c) For contravening the Service Crew/Outside Assistance rule. Refer to SSR 517.
  - d) For failing to wear a helmet while racing and non-compliance to the crash helmet requirement and for failing to have the safety harness properly fastened at all times whilst in a moving vehicle. Refer to SSR 506 (iii).
  - e) For failing to obey the Route Direction and Route Deviation SSR. Refer to SSR 506 i).
  - f) For being towed or pushed other than to clear the vehicle causing an obstruction. Refer to SSR 517 iv).
  - g) For finishing an event with a different chassis, or engine block number to that fitted to their vehicle when scrutineered.
  - h) For contravening the refuelling regulations. Refer to SSR 522.
  - i) For failing to complete documentation and/or scrutineering by the closing times stipulated in the Supplementary Regulations.
  - j) For failing to carry out the instruction of an official.
  - k) For carrying fuel in loose containers in a competition vehicle.
  - l) For failing to place a vehicle in the parc fermé on completion of the event.
  - m) For entering a holding area by the service crew, i.e. pre-race paddock or parc fermé without the Clerk of the Course's permission except when placing the vehicle in or removing the vehicle from such a holding area may be excluded at the discretion of the Clerk of the Course.
  - n) For failing to comply with the provisions of SSR 517 (i) or SSR 517 (ii).
  - o) For contravening the Road and Rail Crossing SSR two or more times - SSR 515
  - p) For contravening SSR 300 x) pertaining to protective clothing.
  - q) For failure to comply with the refuel procedures as per SSR 522.
- ix) N\$1,000 (One Thousand Namibian Dollars) Fine
  - a) For failing to hand in an Incident Report Form within one hour of completion / retirement of the Prologue and or Main Race. Refer SSR 523 iv).
  - b) For failing to report any damage/injury to property or person to the Organisers on the completed Incident Report Form. Refer to SSR 523 iii).
  - c) For failing to complete the Incident Report Form in full. Refer SSR 506.
  - d) For receiving assistance to recover a vehicle on the route during the running of the event without the written permission of an official.
  - e) For failing to remove empty fuel containers. Refer to SSR 522 v).
  - f) For failing to display O or OK board of a stranded vehicle left on the route. Refer to SSR 523 ii) f).

**B. The following penalties may be applied at the discretion of the Clerk of the Course subject to a hearing being held in terms of SPR 175.**

- ix)
  - a) For overtaking within a demarcated area or pulling up alongside a stationary competitor at a control unless instructed to do so by an official.



- b) For smoking whilst racing.
  - c) For driving dangerously or without due consideration to other road users.
  - d) For allowing a person not in possession of a valid provincial driver's licence / valid competition licence to be in control of a vehicle during competition.
  - e) For carrying any unregistered passengers other than stranded competitors or officials.
  - f) For failing to afford the opportunity to pass or deliberately preventing passing.
  - g) For contravening any traffic rules or regulations.
- xii) Penalties which may be imposed by the Clerk of the Course in terms of SPR 158 xvii).
- a) For behaving in a manner prejudicial to motorsport, bearing in mind that competitors are responsible for the actions of their service crew/s.
  - b) Committing any breach of the General Competition Rules, these Standing Supplementary Regulations, the Supplementary Regulations or Final Instructions for which no specific penalty has been laid down.

**NOTE: Every competitor has the right on request, to see any written or printed matter, records, timecards, sequence sheets, etc. pertaining to the event.**

## **525. ELIGIBILITY OF VEHICLES**

### **1.1 Standard Class**

- i) Bumpers maybe removed and replaced with bush protection
- ii) Skid plates maybe added for protection
- iii) Additional fluid coolers maybe added for engine oil, transmission oil, power steering fluid and fuel
- iv) Vehicles to be fitted with tow eyes front and rear
- v) Bush deflection bars maybe added
- vi) Side protection bars maybe added

### **1.2 Class A**

There are no restrictions to this class

### **1.3 Class B**

Any natural aspirated four-cylinder engine with a cubic capacity of no greater than 2050cc may be used. The engine must be of any series production car or commercial vehicle on sale in Namibia/South Africa. For rotary engines the following calculation must be used to determine cubic capacity: Rotary swept capacity x 1.8

There are no restrictions on chassis, body, suspension, drive or crew in the class.

### **1.4 Class C**

#### **Engine**

- 1.4.1 Rotary engines are not permitted.
- 1.4.2 Carburettors may be change
- 1.4.3 Inlet manifold remain standard
- 1.4.4 Fuel injection is permitted provided that the system used is for the engine in the vehicle.  
Rear Mid-Mounted engine
- 1.4.5 Any naturally aspirated engine of up to 4 cylinders conforming to clause 1.4.1 to 1.4.4  
Front-Mounted engine
- 1.4.6 Any naturally aspirated engine conforming to clause i to iv

#### **Suspension**

- 1.4.7 Single shock per wheel
- 1.4.8 Length or travel unrestricted
- 1.4.9 No dual medium or stage suspension may be used
- 1.4.10 No gas springs or bump stops may be used
- 1.4.11 No competition coil-over shock absorbers may be used

#### **Front**

- 1.4.12 The front suspension must be made up of OEM components which must come from the same make and model of vehicle
- 1.4.13 These components may be strengthened

- 1.4.14 No outboard (external) CV joint may be used
  - Drive**
  - 1.4.15 2x4
  - 1.4.16 There no restrictions on the chassis, body or crew in the class
- 1.5 **Production vehicle class**
  - 1.5.1 Bumpers may be replaced with bush protection
  - 1.5.2 Skid plates may be added for protection
  - 1.5.3 Additional fluid coolers maybe added
  - 1.5.4 Vehicles to be fitted with tow eyes front and rear
  - 1.5.5 Side protection bars maybe added
  - 1.5.6 Roll cages to be fitted to all vehicles
- 1.6 **Class D**
  - 1.6.1 Over 4-cylinder petrol naturally aspirated, or turbo charged diesel with max. cap. Of 5000cc
  - 1.6.2 The engine must from the same model as the body and the chassis
  - 1.6.3 Original cylinder block must be retained
  - 1.6.4 Max of one carb venturi per cylinder
  - 1.6.5 Inlet manifold unrestricted
  - 1.6.6 Exhaust system unrestricted
  - 1.6.7 Turbo charging for diesel engines only

**Transmission/ Drive line**

  - 1.6.8 2x4 or 4x4
  - 1.6.9 Clutch free
  - 1.6.10 Gearbox may be replaced with any production unit
  - 1.6.11 Prop shafts unrestricted

**Brake system**

  - 1.6.12 Standard/friction material unrestricted
  - 1.6.13 Hand brake unrestricted
  - 1.6.14 Brake bias unrestricted
  - 1.6.15 Front brake callipers may be replaced with any production unit

**Suspension**

  - 1.6.16 Mounting points must be retained but may be reinforced
  - 1.6.17 Suspension components may be reinforced not changed
  - 1.6.18 Hydraulic bump stops allowed

**Steering**

  - 1.6.19 Concept and principal to remain standard
  - 1.6.20 Components may be reinforced

**Chassis**

  - 1.6.21 standard production chassis same model as body and engine
  - 1.6.22 Chassis maybe reinforced

**Body**

  - 1.6.23 Same model as chassis
  - 1.6.24 Fenders may not be flared

**Crew**

  - 1.6.25 two
- 1.7 **Class E**

**4-cylinder petrol naturally aspirated, or diesel turbo charged**

Engine must be from the same model as body and chassis

Original cylinder block must be retained

Max of one carb venturi per cylinder

Inlet manifolds unrestricted

Exhaust/manifold/flywheel unrestricted

**Transmission**

clutch unrestricted

Gearbox standard

Transfer case standard

Axle housing standard  
Anti-ramp rod maybe added

**Brake system**

Standard/friction material unrestricted  
Hand brake unrestricted  
Brake bias unrestricted

**Suspension**

Mounting points must be retained but may be reinforced  
Suspension components may be reinforced not changed  
Hydraulic bump stops allowed  
Spring rates as well as cambers are unrestricted  
Two shock absorbers with max shaft 18mm per wheel  
No hydraulic bump stops

**Steering**

Concept and principal to remain standard  
Components may be reinforced

**Chassis**

Standard production chassis same model as body and engine  
Chassis maybe reinforced

**Body**

Same model as chassis  
Fenders may not be flared  
Crew two

**1.8 Classes motorcycles**

Maximum Engine cap 251cc  
Open class  
Any in excess of 251cc  
Adventure

**1.9 Class Quads**

Sportsman's class  
Engine cap not greater than 250cc two stroke and 400cc four stroke  
Open class  
Engine cap in excess of 251cc

**1.10 Points**

Points will only be scored towards the championship where there is a minimum of four starters per class

1 – 20	6 - 10
2 – 17	7 - 9
3 – 15	8 - 8
4 – 13	9 - 7
5 – 11	10 – 6 down one point up to 15th

**1.11 Bonus Points**

Finish	5
Did not Finish	4
Could Not Start Event	1
Did not enter	0

**1.12 In order to qualify for the National Championship, competitors must compete in all 4 off road events in the same class.**

**526. – 599 RESERVED**