



Race Guide - Preliminary

All Vehicles
6 to 11 November 2016

Edition 1.11
24 August 2016

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Record of Amendments

Amendment N°	Version	Description	Pages Affected
1	1.8	Word 'disqualified' changed to 'excluded'.	Various
2	1.9	Medical insurance (MSA) for a minimum of R500 000	21
3	1.10	FIM Africa Organising Permit no 009/16	6
4	1.11	FIM Africa Logo added	6

The 2016 Amageza Rallye

Welcome to the 2016 Amageza Rallye.

Although we have come a long way since our humble beginnings in 2011, we still have a long way to go before reaching our ultimate objective of racing throughout Africa.

With the South African economy taking a pounding, and the exchange rate worsening daily we have decided to do everything possible to keep the entry fee as low as possible. The route is also being planned to have the crews travel less while still having the competitors race full distance, with less liaison and longer special stages.

For 2016 the routing will once more start and finish in the Northern Cape, South Africa. For 2016 we will not be leaving South Africa.

The complete race including the Scrutineering and Prize-giving is planned to fit into 6 days. This will make the planning for leave from work a bit easier.

Once again, thank you for entering the 2016 Amageza Rallye. Without your support we will all just have the TV to look forward to when it comes to cross-country rally racing.

Alexander Nel
Director

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1. Supplementary Regulations



The 2016 Amageza Rallye will be held under the International Sporting Code of the Fédération Internationale de Motocyclisme (FIM), the General Competition Rules and Off Road Motorcycle Standing Supplementary Regulations of Motorsport South Africa (MSA), these Supplementary Regulations, Off Road Commission Circulars, and any Final Instructions and Bulletins which may be issued to competitors. As this event does not form part of a SA National Championship, where there is a conflict between these SR's and the SSR's, these SR's shall take preference.

1. Name of event: **2016 Amageza Rallye**
2. FIM AFRICA ORGANISING PERMIT **No:009/16**
3. MSA Permit number: **14510**.
4. The MSA flag will be flown at Race Headquarters.
5. The Safety plan for the event will be available from the Race Secretary, as per the requirements of the Safety & Recreation Act 2 of 2010.
6. Details of organiser:

Name	Amageza Racing (Pty) Ltd
Address	Postnet Suite 129, Private Bag X3, Bloubaerg, 7443
Tel No.	+27 (0) 84 993 6673
Email	entry@amageza.com
Website	www.amageza.com
Marketing Partners	Northern Cape Tourism, Emergency Medical Operations, Sat4Rent

7. OFFICIALS

a. List of Officials of the Meeting

Task	Name	Grade	License #
Race Director	Alexander Nel	C	32445
Clerk of the Course	Mike Kinnear	A	35025
MSA Steward	Gillian Dykes	A	32585
Club Steward	John Lanham	C	32556
Timekeeper	Steve Dennehy	C	32555
Environmental Steward	Pierre Willers		
Chief Scrutineer	Andrew Ross		
Medical Service Provider	Emergency Medical Operations		

2. Terminology and Abbreviations

Allotted time	Each Road Section must be run in the allotted time which must be respected by all riders. Exceeding this allotted time will result in a penalty.
Bivouac	Zone situated between the Time Controls at the finish of one Leg and the start of the next, where all riders regroup; this zone is indicated in the road book.
Briefing	The briefing shall be held jointly by the Clerk of the Course and the organiser or his delegate. The participation of the riders is compulsory. The text of the briefing concerning security shall in addition be published on the official notice board.
Clerk of the Course	Responsible for all on-course activities including demonstrations and parades. The supervision of the track and all emergency services is at all times be under the ultimate control of the Clerk of the Course.
Controller	A timing official at a CP.
CP (Passage Control)	Check Point. A zone where the time card must be stamped by the marshals.
CRO	Competitor Relations Officer
Duration of an Event	The Event will be deemed to have started once with the administrative control or technical inspection have started, and to have ended when the final results have been announced.
DZ	The start of the speed control zone.
Estimated time	Time estimated by the Organiser to cover a Selective Section.
FIM	Federation Internationale Motocyclisme
Fixed penalty (FP)	A time penalty which will be added to penalties already incurred by riders in specific cases and specified in the Supplementary Regulations.
FZ	The end of a speed control zone.
GPS	"Global Positioning System" is a system using satellites to localise precisely longitude, latitude and altitude at any point on earth.
Journal	Information book with irremovable numbered pages, with the precise time and date of the annotations.
Leg	Each part of the Rally between two bivouacs.
Liaison Section	The vehicles must travel between special stages on public roads, often known as transport stages. While on public roads, all local traffic laws must be obeyed, so all vehicles must be roadworthy, taxed and insured. Drivers may be given a scheduled time to arrive at their destination to ensure they do not speed during the journey, with penalties for arriving too soon or too late (although the margin for late arrival is quite large). In Amageza Racing events, non-roadworthy vehicles are escorted by traffic officers, marshals or other competitors
Marathon Stage	A stage where no assistance vehicles will be allowed. No trunks or tyres will be transported. Sleeping and meal arrangements will be provided by the organization. The carrying of spares is prohibited.
Maximum time allowed	Additional time to the allotted time made in each Road Section and maximum time given for each Selective Section, which, if passed, will result in the application of a fixed penalty. At this moment, the control is considered closed for the rider in question.
may	The word "may" in the text expresses a permissible practice or action.
MSA	Motorsport South Africa. Controlling body for motorsport in South Africa
Neutralisation	Time during which the riders are stopped by the Clerk of the Course (Parc Fermé conditions). This time is the same for all participants.

Official itinerary	This is represented by the passage through each point featured in the road book (WPM, WPE, DZ, FZ, CP) to be followed compulsorily on pain of penalties.
Overall classification	Overall classification of all categories together.
Parc Fermé	Zone in which no preparation or interventions are possible, with the exception of cases expressly mentioned in the Supplementary Regulations of the event.
Rally HQ	Rally headquarters. Central point for coordinating and managing the rallye.
Real time	The time actually spent in a Selective Section.
Regrouping	Stop on instruction of the Clerk of the Course in order to allow the regrouping of riders still in the event and reduce the intervals (Parc Fermé condition). The duration may be different depending on the riders.
Road Book	A paper roll, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and the compulsory waypoints, which they must observe on pain of penalties.
Road Section	Part of the route, to be done in the allotted time, between two successive time checks.
Route	This is defined by the official road book of the event, confirmed by the driver of the opening vehicle.
Selective Section (SS) (Special Stage)	<ul style="list-style-type: none"> • A special stage (SS) is a section of road at a stage rally event. Racers attempt to complete the stage in the shortest time. A race on a special stage is coordinated such that each competing racer begins after a set interval, to reduce the chance of impedance by other competitors. • The roads on which special stages are held vary from rally to rally, from the asphalt mountain passes to rough forest and sand tracks. Surfaces such as ice and snow or desert sand are also common, with the aim of providing a challenge for the driver and crew as well as a test of the vehicle's performance and reliability. • While competing on a special stage, the drivers and co-drivers may have no support from their teams and must deal with any breakdowns or problems themselves. • Typically, each vehicle will be given a specific start time for a stage at two minute intervals. In the minutes before setting off, a vehicle will wait stationary at the start point until his scheduled start time. He may begin immediately at that time, and usually an official (using hand signals) and the co-driver (through speech) will provide a ten-second countdown. The timing of a stage for a particular vehicle starts at its scheduled time, not when it passes the start point. At the end of the stage, there are two sets of markers. The first is usually referred to as the flying finish, and is the point at which timing for the stage ends. The name comes from the fact that a vehicle will be traveling at full racing speeds when it passes this post. Several hundred meters further along the stage is the stop control point, where the vehicle must come to a halt in order for officials to record their time and check paperwork. Approximately 50 meters after the stop point is the end of the special stage restrictions.
shall	The word "shall" in the text expresses a mandatory requirement. Non-compliance will result in penalties and/or exclusion from the event.
should	The word "should" in the text expresses a recommendation or advice. Though It is expected that such recommendations or advice be followed, non-compliance will not be penalised.
SI (Speed Infringement)	Speed exceeding the maximum speed allowed in a Speed Control Zone.
SR	Supplementary Regulations
SSR	Standing Supplementary Regulations
Super Special Stage	These are timed stages, like standard special stages, but are held on short purpose-built tracks, often in outdoor stadia, but occasionally in covered venues. Commonly two vehicles will set off at the same time and at the halfway point of the stage will swap lanes. The short distance means that the difference in times between the top runners is often negligible, and

	so the stage is of little relevance to the overall classification.
will	The word “will” in the text expresses a statement of future intent.
WPT	Waypoint (GPS point). A GPS point is a geographical point defined by coordinates of longitude and latitude. There are several types of GPS points: WPV, WPM, WPE. Each waypoint noted on the road book is a compulsory passage point. Note that the roadbooks use only two type of waypoints, one where the GPS coordinates are hidden and one where GPS coordinates are shown.
Rallye	The objective of each competitor is to follow the road-book as sole Navigation Source with a GPS to track the riders stage and provide directional (Compass Heading) information. In a stage rally, competitive driving takes place on closed roads or off the public highway. Stage rallies are the basis for WRC and professional rallying. The emphasis of stage rallies is on speed and driving ability. Navigation of such events is based heavily on pacenotes.

3. Contact Details

Promoter and organizer:

Amageza Racing (Pty) Ltd
Postnet Suite 129
Private Bag X3
Bloubergrant
7443

Phone: +27 84 993 6673

Email: entry@amageza.com

4. Program of events (Key Dates)

The 2016 Amageza Rallye will take place in its whole in the Northern Cape Province of South Africa.

Description	Date	Location/ Overnight	Bivouac	Camping	Meals
Entry list published	Friday, 28 Oct	n/a	n/a	n/a	n/a
Documentation and scrutineering.	Sunday, 6 Nov	Upington	Yes	No	No
Stage 1	Sunday, 6 Nov	Upington	Yes	No	No
Stage 2	Monday, 7 Nov	Kakamas	Yes	Yes	Lunch Snack & Dinner
Stage 3	Tuesday, 8 Nov	Springbok	Yes	Yes	Breakfast, Lunch Snack & Dinner
Stage 4	Wednesday, 9 Nov	Springbok	Yes	Yes	Breakfast, Lunch Snack & Dinner
Stage 5	Thursday, 10 Nov	Marathon - Undisclosed	Yes	Yes	Breakfast, Lunch Snack & Dinner

Stage 6	Friday, 11 Nov	Uppington via Kakamas	No	No	Breakfast & Lunch Snack
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* The time-table for 6 November will be communicated to all competitors via email prior to the event.

Marathon Stage - 10 November:

- Competitors will depart Springbok for the marathon bivouac on 10 November.
- Crews can stay behind in Springbok at the bivouac, or continue to Kakamas.
- Competitors will be provided with dinner and breakfast as well as a spot to camp on the afternoon of the 10th and the morning of the 11th.
- There will be basic tools provided by the organisation.
- Competitors can hand to the marshal in charge of transport, the following items for transport to the marathon bivouac:
 - Tent
 - Sleeping Bag, camping mattress, pillow & clothes. (Must be in a sports bag or similar). NO TOOLS OR SPARES.
 - Oil and empty container to receive old oil if a oil change is required.
 - Fuel: There is no fuel at our overnight during the marathon. The following number of 20 liter metal jerry cans will be transported by the organization per class.
 - Motorcycle: 1
 - ATV: 2
 - SSV: 4
- The fuel described above is the only fuel you will have access too at the marathon overnight spot. This fuel + that which you have left in your vehicle is all you will have to get to the next filling station on the final stage. The distance to the filling station will be approximately 200 km of which 180 km is Special Stage.

5. Eligible Machines & General Conditions

The 2016 Amageza Rallye is open to "Marathon, Super Production, ATVs and Side x Side's. Machines with either 2 or 4 wheels, freely available for sale or not, adapted to "Cross-Country" use and complying to the norms imposed by the [FIM Technical Regulations for Cross-Country Rallies](#), and the FIA regulations for side x side's as stipulated in [FIA Article 286](#).

Groups and Classes:

Please note: Vehicle classes marked with a (*) vehicles are not required to be registered for road use.

<u>Group 1</u> 1.1 1.2	<u>Motorcycle: Rally</u> 0-450cc, single or twin cylinder. (2T and 4T) 451cc - 1200cc, single or twin cylinder.
<u>Group 3(*)</u> 3.1 3.2	<u>ATV: Rally</u> 2 wheel drive – 0 to 750 cc – single cylinder engine 4 wheel drive – 0 to 900 cc – single or twin cylinder engine
<u>Group 5 (*)</u> 5.0	<u>SSV: Rally</u> 600 to 1600cc

1. Group 1 - Motorcycle: Rally

- shall comply with Article 01.25 page 105 to 01.56 on page 114 of the [FIM Technical Regulations for Cross-Country Rallies](#), as well as requirements as specified in this (2016 Amageza Rallye SR's). Where there is a discrepancy, the Amageza Rallye SR's will take precedence.
- All vehicles shall be registered for road use with corresponding number-plates and license disks, unless exemption has been received by Amageza from the respective traffic

authorities in the countries involved.

- 1.2. Malle Moto (trunk & machine) :
 - You may submit two trunks for transport.
 - 1.2.■.1. The maximum size is 750mmx420mmx315mm.
 - 1.2.■.2. Everything you take with must fit in these 2 trunks, except your 2 extra tires or 2 wheels and tent.
 - 1.2.■.3. These trunks will be transported by the organization between bivouacs.
 - The organization will provide a basic set of tools.
 - Motorcycles only to be repaired by Malle Moto competitors themselves. In the event of being assisted by somebody else (not in Malle Moto Class), you will be excluded for the Malle Moto Cup and grouped with the team supported riders.
 - You will be under the supervision of the malle moto marshal(s) inside the bivouac.
2. Group 3 - ATVs:
 - shall comply with 01.60.0 to 01.60.14 of the [FIM Technical Regulations for Cross-Country Rallies](#). Where there is a discrepancy, the Amageza Rallye SR's will take precedence.
 - vehicles are not required to be registered for road use.
3. Group 5 - Improved Cross Country Side x side's (FIA Group T3)
 - shall comply with FIA Article 286 - Specific regulations for Improved Cross-Country Cars (Group T3) <http://www.fia.com/file/37759/download/12815?token=KCIRNvtY>
 - vehicles are not required to be registered for road use.

5.1. GENERAL RULES FOR ALL VEHICLES & COMPETITORS

5.1.1	No entrant, pit crew member or sponsor shall have any claim for damages, expenses, lawsuits, or otherwise against promoter, track operator, AMAGEZA RACING, its officers, agents or employees arising from damage to any vehicle, personal injury to the driver or monetary loss of any kind whatsoever.
5.1.2	Entrants, pit crew members, and sponsors waive any claim they may have against promoter, track operator, AMAGEZA RACING or its officials when they voluntarily participate in any racing activities conducted under these rules.
5.1.3	The Race Director or his designated representative shall have the authority to penalize, fine, exclude, and/or suspend any entrant for the violation of these rules including but not limited to the special rulings and supplementary regulations described in 5.1.6 and 5.1.7. Possible penalties are stated in item 7 in this rulebook.
5.1.4	Special rulings issued from AMAGEZA RACING will be considered as official amendments to this list of rules and regulations
5.1.5	Special rulings or changes in specifications will not be in effect in any event until such rulings or changes are issued from AMAGEZA RACING in bulletin form, or at drivers/riders briefing prior to event. AMAGEZA RACING newsletters, website postings, and emails will be considered as official bulletins.
5.1.6	AMAGEZA RACING assumes no responsibility whatsoever for delays, postponements, and/or cancellations of all or part of an event because of inclement weather, unsafe course conditions, and/or any other reason.
5.1.7	The Race Director will have overall responsibility for the conduct of any event conducted under these rules and regulations. The Race Director will either be the senior AMAGEZA RACING official present at the race or the individual assigned by AMAGEZA RACING to serve as Race Director. All official race personnel will be directly responsible to the Race Director.
5.1.8	All race participants and pit support crew members are subject to the various jurisdictional duties of all

	AMAGEZA RACING race officials, and may not subject any race official to improper language, abusive conduct, or other demeaning actions. Failure to comply with this rule is grounds for exclusion, monetary fine and/or suspension.
5.1.9	AMAGEZA RACING team members are not employees of AMAGEZA RACING and are independent contractors who assume and take all responsibility for all charges, premiums, and taxes, if any, payable on any funds they may receive as a result of their participation in any event(s) as team members of AMAGEZA RACING.
5.1.10	The checkpoint captains are the direct representative of the Race Director at their respective checkpoints. Their area of responsibility includes the racecourse 250 meters before and after the checkpoint.
5.1.11	AMAGEZA RACING control point radio communications are for the identification and safety of all entrants and participants. Every AMAGEZA RACING radio control point is given a mandatory "safety area" surrounding its location. This area is established by the control captain or as a 30 meter radius. No vehicles whatsoever other than emergency are allowed within the safety area. Interference with any AMAGEZA RACING controls is prohibited. All radio or other transmissions, which affect AMAGEZA RACING control communications, are strictly prohibited except in the case of medical emergencies.
5.1.12	Checkpoint captains will designate areas leading to and surrounding the checkpoint. This area is restricted to checkpoint personnel only. No support teams, pit crews, manufacturer personnel, chase crews, crew-members, media personnel, photographers, or spectators will be permitted in the designated area. Failure to comply with this rule will subject the entry to exclusion.
5.1.13	The Race Director or his designated representative have the right to change the race vehicle numbers.
5.1.14	AMAGEZA RACING reserves the right to refuse any entry application as per GCR 100.

5.2. GENERAL REGULATIONS FOR ALL VEHICLES & COMPETITORS

5.2.1	Any entrant who fails to fully fill out and sign required registration forms and releases shall be excluded and shall forfeit any applicable prize money, points, and contingencies won in the particular event.
5.2.2	No entrant or crew member may enter racing areas until he/she has signed all releases, registrations and/or entry forms. No person shall sign the release sheet for anyone other than himself/herself.
5.2.3	Any entrant who competes in a vehicle that he/she is ineligible to drive, and/or any entrant permitting such action, shall forfeit any applicable prize money, points, and contingencies won in the particular event.
5.2.4	Any entrant or pit crew member who permits a vehicle to be driven in any event by an unauthorized person, or who fails to notify race officials of any change of drivers during an event may forfeit all applicable prize money, points, and contingencies won in the particular event.
5.2.5	Deliberate, abusive nerfing, or bumping shall be reason for reprimand, penalty, exclusion and/or suspension at the discretion of the Race Director.
5.2.6	All entrants must attend the Briefing Meeting. Failure to comply may result in exclusion and/or fine. Roll calls may be made.
5.2.7	If a Driver/Rider of record change is made after the event drawing, the number drawn by that entry will be vacated and will remain vacant throughout the duration of the event. The changed entry will be assigned the next available class number.
5.2.8	A driver shall not permit any person other than a co-driver in co-driver's normal riding position to ride on

	or in any part of his vehicle.
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5.3. EXCLUSION

5.3.1	Drinking of intoxicating beverages in the pits or the race course or on the surrounding premises by any person is strictly forbidden. Also, the use of narcotics (amphetamines or other stimulants, barbiturates or other depressants) is forbidden. No drugs acting like, or containing ephedrine may be used, unless written authorization is obtained and presented to the Race Director or his designated representative(s) prior to race day. Any entrant or crew member in an event who shows any evidence whatsoever of being under the influence of any of the aforementioned shall be excluded, subject to suspension from all future events, and must leave those premises immediately at the direction of the Race Director or any of his authorized representatives.
5.3.2	Any person who makes a false statement on a protest form shall forfeit contingencies won in the particular event.
5.3.3	Any entry application containing a falsified signature shall cause the automatic exclusion of the entrant and forfeiture of all prize money, points, and contingencies won in the particular event.
5.3.4	Any entrant excluded from any event forfeits all rights to any applicable prize money, points, and contingencies and shall not be entitled to a refund of any portion of his entry fee

5.4. COURSE

5.4.1	The maximum duration of an event will be set by AMAGEZA RACING.
5.4.2	An entrant's official time of an event shall be the total elapsed time from its actual assigned starting time, as determined by the Race Director, until the vehicle crosses the finish line. Time spent refuelling and at checkpoints is included in the elapsed time unless otherwise stated.
5.4.3	The winner for each class shall be the vehicle that finished with the lowest elapsed time and meets all other criteria enumerated in this section, providing his time does not exceed the maximum duration set by AMAGEZA RACING, unless otherwise stated.
5.4.4	All entrants must report all accidents and breakdowns they may have witnessed to the Race Official in charge at the next checkpoint the contestant reaches.
5.4.5	Passing is not permitted within 100 meters of any flag crossing or checkpoint, except at the direction of a Race Official. Failure to comply with this rule will subject the entry to exclusion.
5.4.6	Any entrant who must discontinue the race is required to report to a checkpoint crew or to the Start/Finish line that he is out of the race.
5.4.7	<p>A. All support aircraft, fixed wing or rotary, must register with AMAGEZA RACING, 2 weeks prior to the start of the event. The registration must include aircraft tail number, pilot name and license number, and the frequency the aircraft will be using for radio support. All aircraft must monitor, respond to, and announce their location on air-to-air frequency 124.80 while in the airspace of the race course. In case of an emergency, AMAGEZA RACING will monitor 124.80 MHz while the AMAGEZA RACING Rescue Helicopter is in the air.</p> <p>B. Transmissions from any aircraft to any race or support vehicle(s) are not allowed unless the aircraft is being used solely as a manual or digital repeater for ground crews. (A manual or digital repeater is defined as a device or person that transmits messages unchanged from one</p>

	<p>person to another). AMAGEZA RACING will allow the aircraft to announce as a general broadcast on the frequency the aircraft is using for race support the following message(s): "aircraft is going off the air.", "Aircraft is going down to refuel and will be back on the air in minutes." AMAGEZA RACING's intent on radio transmissions is to not allow aircraft supported entries an unfair advantage over non-aircraft supported entries.</p> <p>C. No aircraft may be used to drop parts, tools, mechanics, pit support personnel, or otherwise create an unfair advantage over non -aircraft support entries. Aircraft shall not be used to transport a driver/rider of record, co-driver/co-rider to and from locations on course. This rule does not prohibit transportation of contestants to points on the course, so long as, at the time he/she is transported, he/she has not driven any portion of the course, or the contestant is being transported from the course and will not be further competing in the event. Aircraft cannot be operated in such a fashion, so as to constitute a nuisance or danger to the race vehicles, officials or spectators.</p> <p>D. All fixed wing aircraft must maintain a minimum altitude of 1200' AGL at all times within the confines of the race course. All rotary aircraft must maintain a minimum altitude of 500' AGL and 500' off the edge line of the race course when travelling with or against the direction of the race or when travelling near pit and/or spectator areas. All rotary aircraft below 1200' AGL must travel with the race course located on the left side of the aircraft, i.e. travelling with race traffic, aircraft will be on racer's right side, travelling against race traffic, aircraft will be on racer's left side. All rotary aircraft cannot land within a 1/4 mile of the race course in any area.</p> <p>E. Other than AMAGEZA RACING Medical aircraft, only under extreme circumstances may a fixed wing or rotary aircraft transport an injured person from the vicinity of the race course. AMAGEZA RACING must be contacted immediately when an aircraft observes an accident with injuries.</p> <p>F. Any violation of the aircraft support rule may be grounds for exclusion of the entrant and possible twelve (12) month suspension from taking part in any AMAGEZA RACING event for the Driver of Record.</p>
5.4.8	<p>All starting times and procedures will be published in the supplementary rules specific to each race. Any changes to the previously published information will be announced at the Drivers' Meeting prior to each event. A competitor who is late for his assigned start time will start at the back of the class that is currently starting. The elapsed time of a late starter begins with his designated start time, not the late start time. It is the responsibility of each competitor to arrive at the vehicle staging line in a timely manner.</p>
5.4.9	<p>Every vehicle at all AMAGEZA RACING events must pass through all Physical Checkpoints and Virtual Checkpoints (VCPs) in the correct ascending numerical order. A full and complete stop must be made at all Physical Checkpoints, while vehicles will race through all Virtual Checkpoints (VCPs). The failure of any vehicle to pass through one or more Physical Checkpoints, whether for an advantage or not, will result in exclusion of the entry. The failure of any vehicle to pass through one or more Virtual Checkpoints (VCPs), will result in a penalty as outlined in item 7 of this document. The onus is on the competitor to line up in the correct order at the correct time, ready to start racing. Competitors not ready to race at their allocated time will be moved to the back of the group and a new start time allocated. Penalties as per SR 5.6 will be allocated.</p>
5.4.10	<p>Race vehicles are required to enter all Physical Checkpoints in a single file manner and come to a complete stop at the stop sign. The checkpoint corridor is not considered part of the race course. Entering and exiting all checkpoints must be done in a safe and prudent manner in order to guarantee the safety of all checkpoint workers. Failure to operate the race vehicle safely through all Physical Checkpoint corridors is grounds for exclusion, monetary fine and/or suspension.</p>
5.4.11	<p>Each and all entrants may be checked for their AMAGEZA RACING armband at any and all control points. Every entrant is responsible for his/her armband. Any entrant found not to have an armband would immediately be excluded from his vehicle entry.</p>
5.4.12	<p>No race vehicle in any class shall be towed, pushed, pulled or transported by another vehicle through a Physical Checkpoint, or within 1 kilometer of the Finish Line. However, competitors who are still actively racing may tow another competitor subject to the provisions above and only in a safe manner.</p>
5.4.13	<p>The race course at each AMAGEZA RACING event is the official route as designated by the official GPS file. The race course may also be designated by physical course markings. However, AMAGEZA</p>

	<p>RACING does not guarantee that course markings will remain in place throughout the authorized pre-running dates and until race day. Furthermore, AMAGEZA RACING is not responsible for course markings that are used in a malicious manner by spectators. It is the responsibility of each participant to follow the issued stage road-book, and properly decelerate to avoid danger spots. All participants are required to always operate race vehicles and chase vehicles in the correct direction of the race course. Furthermore, the race vehicle must always be driven in a forward gear in the correct direction of the race course. Failure to operate the race vehicle or chase vehicle are indicated in this rule is grounds for a time penalty, exclusion, monetary fine and/or suspension.</p>
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5.5. Protests

- GCR: General Competition Rule. (MSA)
- 1. **Please note: Protest have to follow the rules below. Any protest after the event directly to Motorsport South Africa, FIM, or FIA, will be considered malicious and may result in suspension from future events by AMAGEZA RACING.**
- 2. GCR 197: THE RIGHT TO PROTEST
 - a. The right to protest lies solely with any competitor or official who may consider himself/herself rightfully aggrieved by any decision, act or omission of an organiser, official, competitor, driver or other person connected with any competition in which he/she is or has been taking part/officiated in.
- 3. GCR 198. LODGING A PROTEST
 - a. A protest to be considered by the Stewards/Jury, must be lodged directly with the Stewards/Jury or the Clerk of the Course, his deputy or the Secretary of the Meeting.
 - b. Every protest shall be in writing, stating the name and address of the protestor, the grounds for the protest, be signed by the competitor or driver making the protest, be accompanied by the fee of R1000, and be lodged within the appropriate time limit as specified below.
 - c. The time of receipt and acknowledgement of payment of the correct fee must be noted thereon by the person with whom it is lodged. Payment of protest fees may be in the form of cash, cheque or electronic fund transfer (EFT). In the event of a cheque being dishonoured the protestor will be subject to any disciplinary action MSA may deem fit, including exclusion.
 - d. Where a protest involves a technical inspection by MSA Scrutineers, the items and/or components to be inspected shall be specifically described and listed in the protest. A copy of the protest shall be given to the Chief Scrutineer, who will agree with the Clerk of the Course and the competitors concerned when and where the inspection will take place.
 - e. Where the protest does not fully comply with the provisions above, the Stewards must accept it unless the provisions of GCR 203 apply. The Stewards can, however, require the protestor to re-submit the protest correctly and may impose penalties for non-compliance with the regulations in the first instance.
 - f. Where more than one vehicle is being protested, a separate protest must be lodged in each case, i.e. it is not permissible to protest more than one vehicle with a single protest.
- 4. GCR 199. DEPOSITS TO BE PAID
 - a. In appropriate instances (for example, where detailed technical examinations are required), the Stewards of the Meeting and/or MSA may, at their sole discretion, require a protestor to lodge a financial deposit with MSA to cover costs the protestor could potentially be held liable for in the event of his/her protest being unsuccessful.
- 5. GCR 200. TIME LIMITS FOR PROTESTS
 - a. A protest against acceptance of an entry, instructions to competitors or the course –not less than one hour before the start of the event..
 - b. A protest regarding starting position/s – within ten minutes of the notification of such positions.
 - c. A protest against a decision of a Scrutineer or Clerk of the Course, by the competitor directly

concerned – within 30 minutes of that decision being notified to that competitor in writing. For rallies, if this notification is handed down during the running of the event, the time limit for lodging a protest shall be 30 minutes after the relevant competitor/s has/have completed the leg during which the notification was received.

- i. A protest against the eligibility of any vehicle, or part of vehicle, when the alleged ineligibility apparent – within 30 minutes of the vehicle being approved by the scrutineer.
- ii. A protest against the eligibility of any vehicle, or part of vehicle, when the alleged ineligibility is apparent but only become visible at a later stage – within 30 minutes of the protestor or protested having finished the race or event, whichever is the later.
- iii. If any part or parts have been changed after scrutineering and are alleged to be ineligible – within 30 minutes of the protestor or protested having finished the race or event, whichever is the later.
- d. 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 – within 20 minutes of the performance that give rise to the protest.
- e. A protest against any mistake or irregularity occurring whilst the competition is taking place – within 30 minutes of the protestor finishing the event.
- f. A protest concerning the results of a competition – within 30 minutes of the publication of provisional results or, if results are published in accordance with GCR 141 (x) (c), within 14 days of the date of posting per registered post (see GCR's 278/9).
- g. A protest concerning driving conduct – 30 minutes after notification to competitors of the Clerk of the Course's decision on the incident concerned.
- h. **Note: The Clerk of the Course or the Stewards of the Meeting may amend the above time limits if they think that circumstances make the lodging of a protest physically impossible within the time quoted.**

5.6. Penalties

Offence	Time Penalty	Penalty Count before Automatic Exclusion.
Liaison start early arrival	00:02:00 per minute early	
Liaison late start (starting liaison later than scheduled start)	00:01:00 per minute late	
SS Late start (starting SS later than scheduled start)	00:10:00 + 00:01:00 per minute late	
Speeding	Up to 00:20:00, depending by how much/ how long the limit is exceeded	5,at the discretion of the race stewards
Missed Visible Waypoint (WPT with GPS coordinates shown)	00:15:00	5,at the discretion of the race stewards
Missed Hidden Waypoint (WPT without GPS coordinates shown)	00:05:00	10,at the discretion of the race stewards

Missed tulip (which is not a WPT)	00:00:20	
Not coming to a complete halt at a point in the roadbook marked 'Stop'	00:10:00	5, at the discretion of the race stewards
Change of any marked item on the vehicle	01:00:00	3, at the discretion of the race stewards
Assistance from a person not registered as a competitor, without prior permission from HQ.	00:30:00	3, at the discretion of the race stewards
Discarding a used tube or other littering en route.	01:00:00	1
Driving (on the course) in the opposite direction to that of the official route	Exclusion	At the discretion of the race stewards
Failure to close a gate to the satisfaction of the Clerk of Course	01:00:00	1, at the discretion of the race stewards
Deliberately baulking, obstructing or shunting another vehicle	At the discretion of the stewards.	1, at the discretion of the race stewards
Failure to report an accident/damage to property	At the discretion of the stewards.	1, at the discretion of the race stewards
Loss of a time card	00:20:00	
"Living off the land" outside assistance	00:20:00	
Not presenting GPS and time-card	01:00:00	
Exceeding the maximum time limit for a stage	Exclusion	at the discretion of the race stewards
Speeding in the bivouac (pit area)	00:30:00	1, at the discretion of the race stewards
Riding in the bivouac without a helmet	00:30:00	1, at the discretion of the race stewards
Driving or riding an unlicensed competition vehicle on a public road outside of the published race route.	Exclusion	at the discretion of the race stewards
Riding a competition vehicle without a helmet.	00:15:00	3, at the discretion of the race stewards
Leaving the bivouac without the permission of the Clerk of the Course.	00:30:00	1, at the discretion of the race stewards
Returning to the bivouac after leaving to refuel or test a competition vehicle and not handing the GPS immediately to the Timekeeper..	00:15:00	3, at the discretion of the race stewards
Non-attendance of any competitor briefing.	Exclusion	at the discretion of the race stewards
Non-completion of the race course	Exclusion	at the discretion of the race stewards

Not handing in a GPS track.	00:30:00	1, at the discretion of the race stewards
Driving the course in the opposite direction to the published route during a Selective Section.	Exclusion	at the discretion of the race stewards
Turning the SPOT tracker OFF during a stage.	Exclusion	at the discretion of the race stewards

5.7. Pits

5.7.1	Access to pits may be restricted in that case, no one will be allowed to enter the pit or race area without first presenting a valid AMAGEZA RACING pass to the race official.
5.7.2	At all times the entrant assumes responsibility for the actions of his pit crew.
5.7.3	Any pit vehicle running on or near the race course that is endangering the entrants, race officials, or spectators, could call for the exclusion of the particular vehicle for which they are servicing or pitting. No pit vehicle may follow or lead a race vehicle on the race course.
5.7.4	Vehicles in the pits or racing area shall not be used as spectator vantage points when to do so might impair the line of vision of others. Race officials in the area are empowered to enforce this regulation.
5.7.5	Any entrant, crew member or other pit pass holder who takes part in any demonstration in the pits, on the course, or surrounding area before, during or after an event shall be subject to expulsion from the premises.
5.7.6	The maximum speed by race vehicles in the pit areas is 20 km/h. The maximum speed in the pit areas by support vehicles is 20 km/h.
5.7.7	Pitting during a race is only allowed in the permitted areas as indicated on the road-book as a ASSISTANCE ZONE. Nevertheless, no pitting is permitted within 100 meters' before and 100 meters' after a checkpoint. These distances are a minimum and may change from event to event at the discretion of the Race Director and/or Checkpoint Captain
5.7.8	All pits must be at least 20 meters off the edge of the race course. No pit may be in the first 20 meters leading into and the first 30 meters leading out of any turn. No pitting on any portion of the paved highway surface. Transitional race travel on the highway section must be done in a safe and prudent manner. No pit may be in the first 30 meters leading into and the first 30 meters leading out of any paved highway entrance or exit.
5.7.9	All pit services must be done while race vehicle is at a complete stop. Vehicle may not be serviced while in motion, either under it's own power, while being towed, and/or being transported in or on a trailer. Pit services are to include fueling, tire changes, and/or any other services performed on the race vehicle. No pit services may be performed on the highway.
5.7.10	Failure to comply with any of the above stated pit rules is grounds for a time penalty, exclusion, monetary fine and/or suspension subject to the sole discretion of AMAGEZA RACING.

5.8. Technical

5.8.1	It is the full responsibility of entrants, drivers, owners, and sponsors to meet all AMAGEZA RACING rules
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	and specifications.
5.8.2	Each vehicle, regardless of class must complete and satisfactorily pass the safety inspection of the Tech Director or his designated representative(s) before being allowed to participate in an event. A safety inspection seal will be issued upon completion of that inspection.
5.8.3	AMAGEZA RACING reserves the right to subject any vehicle to a mechanical inspection at the discretion of the Tech Director. It shall be the responsibility of the driver or entrant to tear down a vehicle for inspection when requested to do so. Failure to comply will result in exclusion of driver, entrant and vehicle, and may result in suspension from future events by AMAGEZA RACING.
5.8.4	AMAGEZA RACING reserves the right to limit admittance of personnel to any area or garage in which inspections are being made and the Tech Director and his representative(s) has the right to limit attendance to only those inspectors and two mechanics assigned to perform the work necessary.
5.8.5	AMAGEZA RACING reserves the right to seal or impound vehicles.
5.8.6	AMAGEZA RACING assumes no responsibility for impounded vehicles although reasonable efforts will be made to insure their security.
5.8.7	No vehicle may be removed from a mandatory inspection area after a race or event without permission of the Technical Director or his designated representative in that area. Failure to comply shall subject driver, entrant, and vehicle to exclusion from the event.
5.8.8	Any vehicle not taken directly to an inspection area when requested by the Tech Director or his designated representative, shall subject driver, entrant, and vehicle to exclusion from the event.
5.8.9	The Tech Director may require the owner of a vehicle damaged in a race to submit to a post-incident inspection. If the owner refuses inspection, the car may be restricted from all future AMAGEZA RACING races.
5.8.10	Any participant refusing to comply with engine claim rules as stated in the class rules will be excluded and barred from future AMAGEZA RACING events for a one (1) year period.
5.8.11	The Tech Director may impound a vehicle or vehicle parts.
5.8.12	All vehicles must have their cages approved prior to racing in a AMAGEZA RACING event. The inspection will be performed at scrutineering by a Technical Scrutineer.

5.3. Allowed Navigational Equipment

1. Garmin eTrex 10, 20 or 30 + 'x' versions. No maps except the base map is allowed.
2. Rockfox Trip-Cap
3. ICO Rallye VR Light
4. ICO Rallye CAP
5. RNS Trip-Master XL
6. RNS Compass-Repeater XL (Also only to be connected to a Garmin eTrex 10, 20 or 30 + 'x' versions)
7. Electronic Roadbook:
 - a. The usage of units which can present the road-book on a digital screen is being investigated.
 - b. At present the only unit allowed is the [OffroadNavi](#) device.
 - c. A South African electronic roadbook is being developed. This may be allowed as soon as the unit has passed testing.
 - d. Riders wishing to make use of electronic roadbook as described in 5.3 (8)(b) must inform Amageza Racing by sending an email to entry@amageza.com 3 months prior to the race start.

Please note:

1. For safety reasons, Iridium satellite phones and/or GSM cell phones are to be carried, with the following restrictions:
 - a. Telephone numbers of all devices carried shall be given to the race organisers before or during scrutineering.
 - b. During Selective Sections, all phones shall be switched OFF. A phone may be turned on and used only if the vehicle has stopped due to a breakdown or an accident, and then ONLY to contact Race Control.
 - c. During liaisons, phones may be switched on. Phones may be used only once the vehicle is stationary.
 - d. Inappropriate use of phones, for example to gain competitive advantage, will lead to exclusion.
 - e. Use of a smartphone as a navigation and/or mapping device will lead to exclusion.
 - f. Use of a phone to receive assistance with navigation will lead to exclusion.
2. The Trail Tech Voyager is not regarded as Navigational Equipment but as replacement instrumentation for the vehicle OEM instrumentation.

6. Entry, Fees, Inclusions, Refunds, Cancellation

1. The entry system is online and accessible through the website: <http://www.amageza.com>.
2. Orders unpaid for 7 days from placement of order, will be deleted.
3. Your **Standard Entry Fee** includes the following:
 - a. Entry for the person(s) and/ or vehicle as stipulated in the online shop.
 - b. Access to the race facilities, including medical support.
 - c. Merchandise pack.
 - d. Recovery of both rider and machine to the nearest town in the event of mechanical breakdown or rider fatigue. (Malle Moto will be recovered to the bivouac)
4. Entry fee's for all race categories: (* Discount applies for early payment as per website)
 - a. As per Online Shop:
http://amageza.com/web/shop/index.php?route=product/category&path=76_78
5. Shipping Discount:
 - a. Foreign competitors from Central or North Africa, Europe, Australia and the America's qualify for a shipping discount.
 - b. Proof of shipping documents are required at registration on 6 November 2016. Failure of proof will result in the discount being forfeited and the discount immediately payable by Credit Card.
 - c. The shipping discount is evaluated on a case-by-case basis. Please contact entry@amageza.com.
6. Refund Schedule:

Date	Percentage of Paid Orders returned.
Before 1 April 2016	70%
Between 1 April 2016 and 1 August 2016	50%
Between 1 August 2016 and 1 October 2016	30%
After 1 October 2016	0%

7. An entry is only complete once the following conditions has been met:
 - a. The entry has been purchased online through the shop.
 - b. Products ordered have been paid in full using the order number as reference.
 - c. The full payment has been received.
 - d. The [entry form](#) has been completed online.
 - e. The competitor has a valid MSA License for the insured amount of R500 000, or international equivalent. Licenses are available from carmen@motorsport.co.za.
 - f. International Competitors:

- i. The 2016 Amageza Rallye is not on the international FIM calendar at present. It falls under Motorsport South Africa. Your federation may, or may not medically insure you to come race in South Africa.
 - ii. Each international competitor shall ensure that he has received a start permission letter from the federation where he holds a licence.
 - iii. This letter needs to state his licence number, what medical cover he has and that that federation allows him to compete in the Amageza Rallye..
 - iv. The competitor shall ensure that a copy of this letter has been received by Amageza Racing by 12 October 2016.
 - v. If the federation will not insure the competitor for the Amageza Rallye, then a partial release letter is required from the home federation stating that the competitor is released from the federation for the period 6-11 November and can take part in the Amageza Rallye on condition that the rider takes out medical insurance from Motorsport South Africa for the minimum amount of R500 000. Licenses are available from carmen@motorsport.co.za.
- g. On receipt of a correct entry form and complete payment the competitor will be issued a Confirmation Letter. This letter is required to access the bivouac for registration on 6 November. **A late penalty fee of R500 each will be levied for a competitor entry form submitted after 20 October 2016, payable at registration via Credit Card. No cash will be accepted.**
- 8. Please make all deposits as instructed on check-out on the online shop.
- 9. It is a requirement that EFT payments have the correct order number as reference. Non-compliance will incur a R500 penalty fee payable BEFORE the order is processed. In the event that a discount has expired in the time that the order was in limbo, the old order will be deleted and the new price applied before processing the order.
- 10. All cash deposits will incur a 10% cash handling fee payable BEFORE the order is processed. In the event that a discount has expired in the time that the order was in limbo, the old order will be deleted and the new price applied before processing the order.
- 11. Refunds:
 - a. Within 7 days of payment: 100% of the order.
 - b. As per schedule in item 5.
 - c. After 01 October 2016: No Refunds.
- 12. Qualification Requirements for drivers:
 - a. Motorcycle & ATV:
 - i. Appropriate motorcycle drivers license as per South African Road Traffic Act for the engine size.
 - b. SSV:
 - i. Appropriate motor-vehicle driver's licence (car) as per South African Road Traffic Act.
- 13. Conditional Acceptance of Entries:
 - a. Amageza Racing(Pty) Ltd reserves the right to refuse any entry.
 - b. Entries are limited to 100 motorcycles, 50 x ATV's and 50 x SSV's.
 - c. Entries close when either the above limit is reached, or the cut-off date is reached.
- 14. Starting positions:
 - a. Stage 2 starting positions will be by the finishing order of the prologue (SSS) or Stage 1.
 - b. Starting positions for the Prologue (SSS) will be by race number.
 - c. No race numbers, nor starting positions can be reserved.
- 15. Eligibility of vehicles:
 - a. All vehicles may be required to be scrutinized after any stage or event for conformity to the regulations.
- 16. Abandonment:
 - a. No refunds will be given in the event of a stage being abandoned due to safety threats or threats

caused by acts of nature or public unrest, making a stage or a section of a stage unsafe to competitors or crew.

17. Cancellation:

- a. In the event of a cancellation or postponement of the event for more than 24 hours, entry fees shall be returned.
- b. Any cancellation will be in conformance to MSA GCR 244.

7. Route

1. The 2016 Amageza Rallye will take place in the Northern Cape of South Africa.

- a. Distances marked as t.b.a will be announced via email and by means of a alteration in this document no later than 1 October 2016.

Date	Leg #	Route	Dist. (km)	SS Dist. (km)	Endurance Fuel (km)
Sun 6 Nov '16	0	Scrutineering	0	0	0
Sun 6 Nov '16	1	Super Special Stage	t.b.a	t.b.a	50
Mon 7 Nov '16	2	Upington - Kakamas	t.b.a	t.b.a	250
Tue 8 Nov '16	3	Kakamas - Springbok	t.b.a	t.b.a	250
Wed 09 Nov '16	4	Springbok - Springbok	t.b.a	t.b.a	250
Thu 10 Nov '16	5	Marathon - Undisclosed	t.b.a	t.b.a	250
Fri 11 Nov '16	6	Marathon - Upington	t.b.a	t.b.a	250

***Safety margin of 10% excluded.**

2. It is not compulsory for competitors nor crew to overnight in the bivouac, but to ensure conformance to the rules regarding repairs, no competition vehicle is allowed to be repaired outside the bivouac without prior written consent of the Clerk of the Course. In any case, only heavy repairs like welding, bending, etc will be allowed. Vehicles undergoing heavy repairs will be required to be scrutineered before being allowed to continue racing. In addition, to prevent unauthorised repairs, no competition vehicle may leave the race course or bivouac, other than to refuel, without written consent from the Clerk of the Course.
3. Timing will be a combination of manual/ transponder derived time + GPS-based penalties.
4. At the end of every stage the GPS track log will be downloaded and analysed. Any speeding or missed waypoints will be penalised by adding time to the total stage time for the day. The winner is the competitor with the least time
5. Time is calculated as:
 - a. SS Total Time = (Manual/ transponder Time Past SS End) - (Manual/ transponder Time Past SS Start) + GPS Penalties [Missed WP or Speeding].
 - b. Stage Time = Liaison Penalties + SS Total Time
6. At the conclusion of each Leg (day's race), a compulsory halt will be scheduled at the overnight stop location (bivouac).
7. Competitor Numbers
 - a. Competitor numbers are allocated for each event at the sole discretion of the organisers.
8. Road books/ Scrolls
 - a. 'Tulips' used in the Road Book shall be based on Standard FIM Tulip Information.
 - b. Amageza Racing (Pty) Ltd shall provide a copy of the route instructions for the following leg, and any necessary special maps, to each competitor at the briefing every evening, and at completion of

scrutineering before Leg 1.

9. Finisher

- a. To qualify as a finisher of the race and qualify for a finisher's medallion, a competitor shall:
 - i. Complete the course to the satisfaction of the organisers, in total accordance to these regulations AND
 - ii. Have not been excluded from the race by the Clerk of the Course or Stewards for any breach of regulation AND
 - iii. Have completed 100% of the course as presented by the organisers
 - iv. Prizes shall be awarded as follows:

Class	Prize
All classes	1 st : Cup, 2 nd : Cup, 3 rd : Cup, Finisher: Medal

- v. Best team:
 - Times are totalled between team members by a sum of all the riders time divided by stages. Team with least time wins. Team needs to consist of a minimum of three.
- vi. Amadoda Yamadoda (Man Amongst Men)
 - Given to a competitor showing exceptional leadership, fortitude and spirit.

10. Leg cut off time

The objective of a leg-cut-off-time is to ensure that safety resources like medics and aircraft are not stretched to such an extent that competitor safety is jeopardized. It is imperative that the lead and last competitor stays within the active window for the leg. To ensure this:

- a. The organisers reserve the right to impose a 'leg cut off time' with, or without notice, if it is envisaged that the remaining competitors cannot safely complete a Selective Section.
- b. The cut-off times will be announced at rider briefing for each stage if planned.
 - i. In the event that an act of nature makes it dangerous to continue past a certain point after a certain time, an Leg cut-off can be applied.
- c. On reaching this point the competitor SHALL ensure he/ she is within the time-limit. If not, he/ she must return to the bivouac using the route specified by the marshal. Failure to comply with this may lead to exclusion.
- d. A competitor who is cut-off before a start of a leg will be penalized for the complete leg route missed.
- e. Missing of a second cut-off during the race may lead to Exclusion. (At the discretion of the Stewards and Race Director)

11. Completion of race course:

- a. All competitors are required to complete 100% of each daily stage, unless directed otherwise by a marshal.
- b. Non-completion of a stage due to mechanical breakdown or rider fatigue will lead to automatic exclusion.

8. Controls and Timing

Controls used throughout the Race are defined as:

6. **Major Controls**

- a. the locations shall be disclosed in the route instructions. Major Controls are established at the beginning and end of sections for the purpose of recording time of arrival and departure.

7. **Passage Controls**

- a. the location which may or may not be disclosed in the route instructions, established in both

selective and road sections and may not necessarily be established at the same location for the passage of all vehicles in the Race. Failure to stop at a Passage Control when directed to do so by an official may render the offending competitor liable to exclusion from the Race.

8. Timed Passage Controls

- a. will generally be located at an intersection of a major road, highway or some other significant feature that requires competitors to decrease their speed and stop at both the arrival and departure point which could be located from several metres to several kilometres apart. The organisers may also place an unmanned electronic passage control for the monitoring of vehicles.

9. Control Closures

- a. Controls will only remain open until the late time limit is reached of the calculated time for the last competitor to start each Leg or the arrival of the sweep vehicle, which will be following the last recorded competitor. competitors arriving at a control after its closure shall be deemed to have missed that section.
- b. Once a single section has been missed, the competitor will have to miss all subsequent sections of the day. No further time penalties or late time will be applied but the competitor will incur the "maximum" penalty for missing a section or sections, which shall be equal to 200% of the "Time Allowed" for that section in the case of the selective sections, or 150% of the "Time Allowed" for road sections.
- c. Competitors who "cut and run" or fail to complete a section or Leg (with or without their vehicle) SHALL report their arrival immediately upon arriving at the Bivouac IN control (or end of leg control). Failure to do so may render the offending competitor liable to exclusion from the Race.

10. Starting Order

- a. The Clerk of Course may at his absolute discretion re-seed competitors.
- b. All decisions of the Clerk of Course in relation to starting order are final.
- c. There will be a minimum time gap of three (3) minutes between the time of checking-in to a control to the due start time of the Selective Section to allow the competitor to prepare for the start.

11. Timing

- a. Official Time:
 - i. Time set to South Africa. UTC +2.
- b. Recording time of arrival:
 - i. Finish times on selective sections shall be recorded to the second.
 - ii. Finish times on road sections shall be recorded to the minute.
 - iii. Late time lost on selective or road sections cannot be regained by booking in early at any major control. Neither can time penalties for early arrival be taken into consideration when aggregating late time.

12. Gates:

- a. All unmanned gates through which the course passes which are marked by the organisers to be closed shall be closed after the passage of each vehicle, or if two or more vehicles arrive together at the same gate, then the gate shall be closed after the passage of the last vehicle in that group.
- b. Failure to close a gate to the satisfaction of the Clerk of Course will render a competitor liable to penalty up to exclusion.

13. Recovery:

- a. A competitor recovered may not restart and will be listed as DNF (Did Not Finish).

14. Overtaking/ Course Obstruction:

- a. Any crew wishing to overtake another vehicle shall give warning of their intention by flashing of the headlights, the sounding of the horn or both.
- b. A competitor who is about to be overtaken shall allow the overtaking vehicle to do so immediately or as soon as practical, by moving to the side of the road/track and, if necessary, slowing or stopping.
- c. At any control an competitor may request that another competitor be permitted to start ahead.

Provided there is not more than five minutes between the vehicles being booked into the control, this request may be granted by the official in charge of the control.

- d. Any competitor reported to the Organisers as deliberately baulking, obstructing or shunting another vehicle will facilitate action to be taken by Clerk of Course or the Stewards, with a penalty up to exclusion.
- e. Should an competitor vehicle be stopped and obstructing the passage of a following vehicle, the following competitor may request, and must be given, assistance to pass, unless the crew(s) of the obstructing vehicle is incapacitated through injury. Time loss through moving obstructing vehicles cannot be claimed back from the Organisers.

15. Compassionate Time Refund:

- a. All refunds of compassionate time for stopping to assist at an accident shall be arbitrated and agreed upon by the Clerk of Course.
- b. All applications shall be lodged with a CRO, in writing within 30 minutes of the end of leg or day's leg.
- c. Stopping to assist another competitor with a mechanical issue does not qualify for a compassionate time refund.

16. Accidents:

- a. In the case of accidents, delays might be incurred by following riders. Upon application these times may be nullified. Adequate written proof of these circumstances shall be sufficient to satisfy the Organisers. Competitors claiming time lost through such delays shall record the number of the vehicle/s involved, and if possible, obtain the signature of the assisted competitor certifying the time stopped at the location. These details are to be noted on the assisting competitor's time card.
- b. For legal purposes, any incident resulting in death or injury to stock and/or damage to property (including fences and gates) shall be reported verbally to the official at the next control point and the Organisers in writing (e.g. by use of the Incident Report Form in the Road Book) no more than 30 minutes after their arrival time at the end of Leg.
- c. While it is important to report all incidents, depending on the severity of the incident, no penalty will be applied by the Clerk of Course unless it is deemed to be a careless or deliberate act.
- d. Failure to report such an incident within the times stated will mean immediate exclusion from the event at the absolute discretion of the Clerk of Course.
- e. Failure to report an accident involving a member of the public or an official will result in penalties up to exclusion, with the potential for additional penalties at the discretion of the Stewards.

17. Record of Performance:

- a. Timing will be recorded manually by the timing Marshal at the start and finish of the Special Section.
- b. Penalties and route conformance will be applied using the GPS track log.
- c. It is the responsibility of the competitor to ensure the GPS device is recording. Not handing in a track is penalizable up to exclusion.
- d. Details of the performance of each vehicle throughout the Event shall be recorded on a time card issued for that purpose. A duplicate record of the performance at each control shall be made on a control sheet. Any amendments to this procedure will be advised in a Bulletin or the route instructions.

18. Time Cards:

- a. At the Start of a Stage, competitors shall be given a time card on which the target times and the maximum times authorised to cover each Road Section and each Selective Section shall appear respectively. This time card is handed in at the Finish Time Control of each Stage and replaced by a new one at the Start of the next Stage. Each Rider is responsible for their time card.
- b. Any correction or amendment made to the time card shall result in exclusion, unless such correction or amendment has been approved in writing by the controller.
- c. Riders are obliged, under pain of penalties which may go as far as exclusion, to have their passage

checked at all points mentioned on their time card, and in the correct order. The absence of a stamp or the failure to hand in the time card at any control will result in a penalty which may go as far as exclusion.

- d. To facilitate the process and gain time at Checkpoints (CP) and Time Controls, the time card shall be placed in a pocket, with an opening in Velcro, either on the fuel tank, or at the place where the main fuel tank is usually situated, or on the riders sleeve. The controllers will not look for time cards in pockets or any other place not defined above.

19. Signals to be given at start

- a. A manual countdown by the Starting Marshal with a 10 sec warning, then 3,2,1,GO count by showing of the hand.

20. Route changes and alterations:

- a. The Clerk of Course in his absolute discretion reserves the right to abandon, alter or postpone the Race should the course or any part of it become impassable. The Clerk of Course may neutralise any section, or sections, or the Race, remit any penalties, regroup the field as to running order, re-time any part of the course, or terminate the Race at any time. Any alterations to the schedules or route instructions shall be in writing. At no time shall verbal advice take precedence.

21. Outside Assistance:

- a. Outside assistance or servicing is banned and is defined as a vehicle or race competitor receiving assistance from another person who is not officially registered with or authorised by the organisers to give such assistance, and any breach of this regulation shall be reported to the Clerk of Course who may impose penalties up to exclusion.
- b. Assistance or servicing may be given by a race competitor to another race competitor who is participating in the race. Casual assistance by officials of the race may be given to crews, but not on either a regular or pre-planned basis. Supply or carriage of parts, fuel, spare tyres, etc, by Official Vehicles is prohibited.
- c. The carrying of any equipment, or provision of any support whatsoever (including personal luggage) for a crew by a vehicle or person not partaking in the race, will be deemed to be outside servicing.
- d. Competitors who have withdrawn from the race shall remove their vehicle race numbers and shall not service or assist other vehicles or crews during the course of a leg from then on without permission from the organisers.
- e. Servicing by race competitors will not be permitted in Parc Fermé or control areas, except that in control areas lights may be cleaned and drinking water bottles refilled. Vehicles are only permitted to be serviced at overnight compounds, or official service zones during a leg.
- f. A three minute time penalty shall be incurred when competitors "live off the land" during the running of a leg. It is permitted to receive assistance from such as a motor dealer, welding works, farm or other workshop in order to repair the vehicle sufficiently to enable completion of the current leg. However to avoid further sanctions, all such instances must be reported to the Competitor Relations Officer (CRO) or Clerk of the Course within 30 minutes of the crew arriving at the end of leg. Such report to fully explain the circumstances of the assistance and names & contact numbers of the outside parties involved. Under no circumstances can such assistance be the result of any arrangements or enquiries made prior to the commencement of that leg. Should the circumstances of the outside assistance not be reported in time, it will be deemed to have been non-essential or the result of prior arrangements. Any breach of this regulation will be reported to the Clerk of Course who may impose penalties up to exclusion.

22. Remote Mechanical Repairs/ Testing

- a. After reporting to the end of leg control, a competitor may lodge application in writing with a CRO for the vehicle to be taken to a nearby workshop for the purposes of making repairs or to depart the Overnight Stop to test the competitor vehicle once repairs have been completed.
- b. It is the competitor's responsibility to contact the CRO even if they are not on site. Vehicle testing is

not permitted in built-up areas and competitors are advised to leave the town centre.

- c. Approval for such work may be granted at the absolute discretion of the Clerk of Course who will ensure that such work is supervised by a nominated official. Under no circumstances can such work be the result of arrangements made prior to the commencement of that leg of the event.

23. Technology

- a. If a competitor's breaks down during a selective section they shall ensure that they are a safe distance off the course to ensure their safety and to allow sufficient warning to oncoming competitors. Please also ensure that the OK sign is still visible to passing competitors.
- b. Radio:
 - i. Each vehicle shall have a PMR hand radio capable of broadcasting and receiving on channel 1 at 446.00625 Mhz.
 - ii. All DCS and CTCSS codes shall be off.
 - iii. It is every competitor's responsibility to ensure that his radio is handed in at the at the end of each leg for recharging if the competitor has no alternative way of charging it.
 - iv. Each radio shall be clearly marked with the vehicle number.
 - v. Every competitor shall ensure that he/ she has noted the radio serial number and the serial number of the battery.
- c. GPS:
 - i. Every vehicle shall have a GPS and a means to supply constant power to the device directly from the battery.
 - ii. The GPS MUST BE MOUNTED CENTRALLY, and in a SAFE place on the vehicle.
 - iii. Competitors are allowed an extra GPS.
 - iv. The only allowed GPS's for the 2016 event is a Garmin eTrex 10, 20 or 30 + 'x' versions.
NO OTHER GPS WILL BE ALLOWED.
 - v. The GPS shall be set to record tracks at Record Method 'Auto', Recording Interval 'Normal'.
 - vi. It is every competitor's responsibility to ensure that his/ her GPS is configured correctly, turned on, and recording throughout every Leg.
 - vii. At the end of every Leg every competitor shall present his/ her GPS to the GPS officials who will download his/ her track for marking.
 - viii. Every competitor shall stay with his GPS until marking is complete. Any time penalties for speeding, etc. will be noted on the time-card and must be signed by the competitor.
 - ix. Not presenting him/ herself with the GPS and time-card, or non-signing of the time-card will incur an automatic 1 hour penalty up to exclusion.
 - x. **NOTE: The Trail Tech Voyager is not deemed a Navigation Device and is allowed as a replacement instrument.**
- d. Satellite phone:
 - i. Each competitor is advised to have a serviceable satellite phone with a minimum of 15 minutes talk time remaining. Phones can be rented from Sat4Rent. (www.sat4rent.co.za)
 - ii. The Amageza HQ number has to be stored in memory.
 - iii. The phone number has to be given to the HQ at scrutineering (Safety briefing).
 - iv. The battery has to be fully charged.
 - v. The competitor has to have a basic knowledge how to use the phone regarding antenna orientation and expected satellite reception in an operational area.
- e. Each vehicle is required to have a SPOT Gen 3 Satellite tracker. These can be both purchased or hired for the event from RentX (<http://rentx.co.za/rental/>). In the event that you already have a personal SPOT Gen 3 :
 - i. the unit share data will be required by RentX to integrate it with the race viewer.
 - ii. A once of connection fee is applicable to connect to the back-end software.
- f. Electronic Road Book Reader:

- i. Only the following electronic road book is currently allowed :
 - 1. OffroadNAVI - <http://www.offroadnavi.com/>
- ii. Indicate on your entry form if you'll be using an electronic or paper road book.
Reconnaissance is forbidden.

	ROUTE	ROAD
	ROUTE avec séparateur central	DUAL CARRIAGEWAY
	PISTE TRACÉE	TRACK
	HORS PISTE	OFF TRACK
	ATTENTION	1 DANGER
	DANGER	2 DANGER
	GROS DANGER	3 DANGER
	CUVETTE	DIP
	BOSSE	BUMP
	COMPRESSION	COMPRESSION
	SAIGNÉE	DITCH
	RADIER	STEP
	MARCHE EN DESCENTE	STEP DOWN
	MARCHE EN MONTEE	STEP UP
	DESCENTE	DOWNHILL
	VERS	TOWARDS
	MONTEE	UPHILL
	TROU EFFONDRE	HOLE COLLAPSE
	ORNIERE	RUTS
	ONDULATION BOSSÈLE	UNDULATION
	SUR PONT SOUS PONT	ABOVE BRIDGE UNDER BRIDGE
	QUE	FORD
	TROU	HOLE
	CAIRN	CAIRN
	CITERNE	WATER TANK
	FL BARBELE	BARBED WIRE FENCE
	CLOTURE	FENCE
	LIGNE ELECTRIQUE	ELECTRIC LINE
	DUNES	DUNES
	DUNETTE	SMALL DUNE
	PALMIER	PALM TREE
	ANTENNE	ANTENNA / MAST
	PORTAL BARRIÈRE	GATE BARRIER

	OUED	OUED / WADI
	LANGUE DE SABLE	SAND SPIT
	BORNE	KILOMETRE MARKER
	CIMETIERE	CEMETARY
	FUT	BARREL
	PANNEAU	SIGNPOST
	MAISON	HOUSE
	FORT	FORT
	POTEAU PIQUET	POST
	PNEU	TYRE
	PUIT	WELL
	RUINES silhouette à dessiner	RUINS Individual drawing for each
	MONTAGNE silhouette à dessiner	MOUNTAIN Individual drawing for each
	DEBUT de Zone PV de Zone vitesse limitée	START of Zone END of Zone controlled speed
	Limite de VITESSE	SPEED LIMIT
	STOP	STOP
	DEVERS	CAMBER
	DÉPART	START
	ARRIVÉE	FINISH
	CHRONO	CLOCK
	ESSENCE	FUEL
	PHOTO	PHOTO
	CP	PC
	DEBUT ZONE D'ASSISTANCE	START OF ASSISTANCE ZONE
	FIN ZONE D'ASSISTANCE	FINISH OF ASSISTANCE ZONE
	VILLAGE	VILLAGE
	WAYPOINT MASQUE	WAYPOINT MASKED
	WAYPOINT ECLIPSE	WAYPOINT ECLIPSE
AD	A DROITE	ON THE RIGHT
AG	A GAUCHE	ON THE LEFT
D	DROITE	RIGHT
G	GAUCHE	LEFT
SA	SABLE	SAND

GV	GRAVIER	GRAVEL
G/D	GAUCHE / DROITE	LEFT / RIGHT
D/G	DROITE / GAUCHE	RIGHT / LEFT
MVS	MAUVAIS	BAD
EMP	EMPIERRE	STONY OR ROCKY
DEF	DEFONCE	ROUGH
ORN	ORNIERE	RUT
SER	SERRE	TIGHT
HP	HORS PISTE	OFF PISTE / OFF TRACK
HP	HORS PISTE INTERDIT	OFF TRACK FORBIDDEN
OUED	OUED	OUED / WADI
E3	ETROIT	NARROW
DS	DANS	IN
IMP	IMPERATIF	IMPERATIVE
Q^t	QUITTER	LEAVE
G^d	GRAND	BIG
NBX	NOMBREUX	MANY
RLT	RALENTIR	SLOW DOWN
±V	PLUS OU MOINS VISIBLE	MORE or LESS VISIBLE
S	SINUEUX	TWISTY
PP	PISTE PRINCIPALE	MAIN TRACK
TD	TOUT DROIT	KEEP STRAIGHT
RO	ROUTE	ROAD
TDSP	TOUT DROIT SUR PISTE PRINCIPALE	KEEP STRAIGHT ON MAIN TRACK
TDRPP	TOUT DROIT SUR ROUTE PRINCIPALE	KEEP STRAIGHT ON MAIN ROAD
P//	PISTES PARALLELES	PARALLEL TRACKS
P	PISTE	TRACK
C	CAP	BEARING
TJS	TOUJOURS	ALWAYS
VG	VEGETATION	VEGETATION
CX	CALLOUX	STONE
EFF	EFFONDRE	COLLAPSED
RP	REPRISE REPRENDRE	TO TAKE

9. Servicing

1. Assistance by race teams may only take place in the zone allocated for it in the road-book.
2. Assistance outside of these zones will incur a penalty of exclusion for the competitor being assisted, and 1 hour time penalty for each team member (competitor).

10. Bivouac

The Bivouac will be found at the end of each Leg. This will as far as possible always be located near a town.

1. At each Bivouac, the following services will be available:
 - a. Area for competitor briefings and catering
 - b. Toilets and Showers
 - c. Medical Facilities
 - d. Amageza Racing HQ and competitor Relations Officers (CRO'S)
 - e. Media Centre
2. Enviro mats
 - a. Enviro mats shall be used during servicing of vehicles. These will be checked at Scrutineering.
3. Only motorcycles are allowed to leave the bivouac under their own power to refuel.
4. ATV's and SSV's are to be refueled by their teams at the bivouac.
5. Where possible a testing strip will be made available for vehicles for jetting purposes.
6. Locations:

Date	Stage	Location	Overnight Camping Facilities
06 Nov '16	1	Uppington	No
07 Nov '16	2	Kakamas	Yes
08 Nov '16	3	Springbok	Yes
09 Nov '16	4	Springbok	Yes
10 Nov '16	5	Springbok (Crew Only, Competitors are on a marathon overnight location)	Yes
11 Nov '16	6	Uppington	No

11. Medical: Pre-existing conditions

It is a requirement that any competitor older than 55 years present a medical letter from his doctor, not older than 30 days, stating that he/ she can take part in strenuous exercise over a prolonged period.

There is a field medical centre located at the bivouac, however it is important that participants in the 2016 Amageza Rallye are aware that the event travels through remote areas, which do not have the medical facilities one would normally expect to find in any of the major population centres in South Africa.

In the case of emergency, either from a medical condition or as a result of an accident, the event Medical Team are well qualified and equipped to intervene, but by necessity do not have all the facilities and equipment of a Tertiary Hospital. In addition, evacuation, usually by the Air Medical Service (AMS), will result in delays in getting a patient to definitive hospital care.

Therefore it is essential that the Medical Team is made aware of any pre-existing medical conditions and that any such conditions be stable at the time of commencement of the Amageza. Competitors with such conditions should have a letter from the General Practitioner or relevant Specialist, stating their fitness to take part in such a remote and rigorous event.

For stable conditions such as treated blood pressure the only requirement is that the Chief Medical Officer be made aware of the condition and the medications taken for it.

It is also necessary that the Chief Medical Officer be made aware of any significant allergies to any medication that may be given in an emergency situation.

12. Insurance

Public Liability

If you feel that you may require it, you may take out public liability for yourself, other than that, Public Liability will be provided for the event by Motorsport South Africa.

Personal Accident Insurance

Medical Insurance is provided by Motorsport South Africa. R 500 000 medical insurance provided by Motorsport South Africa will be sufficient for this event.

Vehicle Insurance

Vehicle third party insurance and/or third party insurance and/or comprehensive vehicle insurance is the responsibility of the competitor. Riders should note that third party property insurance (for damage to another vehicle if you run into it) is the riders sole responsibility.

14. General Regulations

These regulations apply to all classes unless otherwise noted. Unless the class requirement or safety regulations specifically state that a modification or optional equipment is permitted, it will not be allowed. AMAGEZA RACING's intent when prescribing specifications for safety equipment for vehicles that will compete under AMAGEZA RACING rules is to provide adequate protection to all entrants and spectators. AMAGEZA RACING does not intend to restrict the general or specific design of any vehicle or the development of competitive vehicles, but does wish to encourage all entrants to give full attention to safety requirements. Any deviation from the general rules at any AMAGEZA RACING promoted event will be contingent upon the approval of AMAGEZA RACING in writing in advance of the event.

When operating vehicles on the race course, at any time, including warm-ups and testing, entrants must wear an approved helmet, protective clothing, eye protection, and safety equipment. All vehicle body components and nets must be properly secured during such operations.

#	Item	Category	Description
14.1 (a)	Helmet	Moto & ATV	Full face helmets of approved type (i.e. with 'Double D' fastener), in sound condition and fitting securely. They must be properly fastened and worn by all riders during practice and racing. Goggles shall be of 'non-splinter' material.

14.1 (b)	Helmet	SSV	All competitors are to wear an approved crash helmet suitable only for motor vehicles/cars on all racing sections. Motorcycle helmets are not permitted. Only helmets manufactured within five (5) years of the event date will be permitted. Helmets are to be presented at pre and/or post event scrutineering for checking. Crash helmets must be in good condition and not show any sign of damage, cracking and worn webbing etc. Helmets shall comply with GCR 239 Crash Helmets .
14.2 (a)	Neck Brace	Moto & ATV	Each rider is required to wear a Leatt neck brace, or comparable product, throughout the event when on a stage. A race collar is acceptable.
14.2 (b)	Neck Brace	SSV	It is compulsory for every competitor to wear an approved Frontal Head Restraint (neck brace). The approved Frontal Head Restraints include the HANS and Simpson Hybrid – as sanctioned by the FIA. Additionally the Necks Gen, which is awaiting FIA approval, is also acceptable.
14.3 (a)	Protective clothing	Moto & ATV	Protective clothing must be worn by all riders during racing and practice. <ul style="list-style-type: none"> • Long sleeved jerseys of adequate strength to provide protection in the event of a fall; • Breeches of adequate strength to provide protection in the event of a fall; • Gloves of adequate strength to provide protection in the event of a fall; • Boots specifically made for motocross; • Chest protector of an adequate and approved standard • Knee guards; • Spine Protector
14.3 (b)	Protective clothing	SSV	During all competitive sections, crew members must wear approved protective clothing from ankles to neck to wrists with a minimum standard of a flame resistant overall. It is strongly recommended that suitable flame resistant underwear is also worn.
14.4	Safety Harness	SSV	Safety harnesses are to be worn by all competitors properly fastened at all times whilst the vehicle is moving. Safety Harnesses shall comply with GCR 239 Safety Harnesses/Belts, and Refer Cross Country Racing cars Part II 5.5 Safety Belts.
14.5	First-Aid Kit	All	All vehicles shall carry, at all times whilst racing, a First Aid Kit as detailed below: <ul style="list-style-type: none"> • 1 x Medical Board • 1 x Space Blanket • 1 x Triangular Bandage • 1 x 50mm x 70mm First Aid dressing pad • 1 x 50mm x 200mm x 2,5mm First Aid dressing pad • 1 x 8cm Stretch bandage • 4 x Band-Aid type strips • 1 x Piece cotton wool • 4 x Painkillers • 1 x Tube of burn ointment • Surgical gloves • a pencil or writing instrument and small piece of writing material in order that they may make notes at an accident scene, danger point or in any other circumstances
14.6	Water	All	All competitors shall carry, at all times whilst racing a minimum of 5 liters of drinking water per competitor in 2 separate water bladders.
14.7	Horns	ATV & SSV	It is required that all vehicles except Motorcycles be equipped with a loud sounding device.
14.8	Reflectors	All	All vehicles must have either two (2) (4-Wheeled Vehicles) or one (1) (Motorcycles and ATV's) 50mm minimum diameter red reflectors on the rear of the vehicle

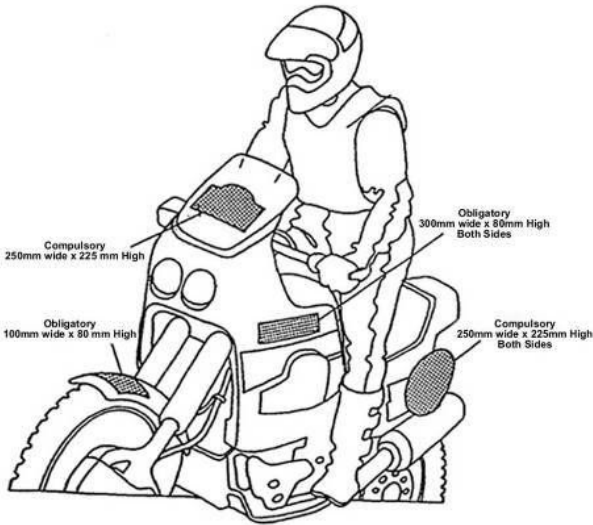

			and/or helmet. LED lights are not reflective and do not fulfill this rule.
14.9	Fire Suppression Equipment	SSV	<ul style="list-style-type: none"> Each vehicle shall be equipped with a portable UL approved 2.5- pound minimum ABC rated dry chemical type or halon fire extinguisher equipped with a capacity gauge. The extinguisher must be fully charged and easily accessible. A permanently installed on-board fire suppression system using either an approved chemical foam or halon agent is HIGHLY RECOMMENDED in addition to the portable extinguisher. An on-board system should have three (3) nozzles located in each of the following areas: Driving compartment, Fuel compartment, and Engine compartment.
14.10	Survival Supplies	All	All vehicles must carry at least two days of survival supplies for each occupant/rider.
14.11	UHF Two-Way Radio	All	All vehicles must carry a 446 Mhz two-way radio capable of two-way transmission on 446.00625 Mhz. (Normally channel 1 on PMR radio's of the type bought in outdoor shops.) This is the emergency channel.
Suspension Components			
14.11	Shock Absorbers & Bump Stops	SSV	<ul style="list-style-type: none"> At least one shock absorber per wheel, in working condition, must be used on all 4-wheel vehicles. Other systems are contingent upon the approval of AMAGEZA RACING. Suspension bump stops can only be made of rubber, plastic, urethane, etc. Other systems may be used in those classes that have no restrictions on suspension. <p>For classes that have wheel travel limitations the following will apply:</p> <ul style="list-style-type: none"> Front wheel travel will be measured at the centerline of the front spindle as the front suspension is stroked through its travel from metal stop to metal stop. Rear wheel travel will be measured at the centerline of the axle as the rear suspension is stroked through its travel from metal stop to metal stop. Stops will be non-removable and non adjustable. If limiter straps are to be used for stops the bolts that mount them must be drilled so that a AMAGEZA RACING wire seal can be attached.
14.12	Secondary Suspension	SSV	<ul style="list-style-type: none"> Secondary suspension would include leaf springs, torsion bars, coil over shocks, air bags, Haga balls or any other item that changes the wheel rate at any point in its travel other than shocks and the stock suspension system that came with the vehicle. Air shocks will be considered secondary suspension when charged to 200 psi in its fully extended state and the static shaft pressure exceeds 300 psi when fully collapsed. Bump stops will be considered secondary suspension when they contact the suspension unit more than 100mm before the end of its travel. Suspension bump stops can only be made of rubber, plastic, urethane, etc. Other systems may be used in those classes that have no restrictions on suspension.
14.13	Wheels & Tyres	All	<ul style="list-style-type: none"> Snap-on hubcaps or wheel covers of any type are not permitted on any class of vehicle during competition. Tires will be visually checked for condition and must be considered safe by AMAGEZA RACING prior to competing. It is highly recommended that all paint be removed from the mounting surfaces of the rim and the hub. (Paint burns, blisters and peels, allowing the lug nuts to loosen.)
14.14	Fasteners	All	All nuts, bolts, and component parts on each vehicle's suspension system, chassis

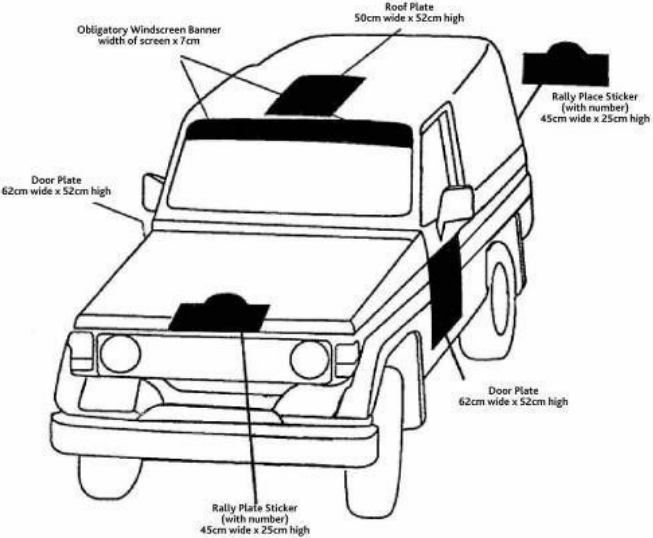
			and running gear must be secured with S.A.E. Grade 8 or better nuts and bolts and secured with either lock nut, cotter keys or safety wire, and have at least one full thread showing through the nut.
Steering and Brake Components			
14.15	Steering	SSV	Steering wheel play must be kept to a minimum. Drag link and tie -rod ends must be secured and keyed. All welded parts must be reinforced. If the steering shaft is not a factory production item, then the shaft must be welded, and not brazed, to the wheel-mounting flange. Minimum specifications for the shaft are 19mm O.D. X 1.524mm" wall thickness unless it is an original factory production item. Steering must be considered safe by AMAGEZA RACING before the vehicle will be allowed to compete.
14.16	Brakes	SSV	Brakes must be in a safe working condition and able to apply adequate braking force to "lock-up" all four wheels. Turning or steering brakes are allowed.
Electrical System			
14.17	Ignition	SSV	Each vehicle in competition must have a positive action on-off switch in good working order. The switch must be located within easy reach of the driver and marked or labeled "ignition" on-off.
14.18	Batteries	SSV	Batteries must be securely mounted with metal-to-metal tie- downs. All batteries mounted in the driver's compartment must be fully enclosed including the sides and bottom of the battery. The container must contain the quantity of acid in the battery when inverted. Aircraft batteries which are not covered but located in the driver's compartment are not acceptable. (Batteries will be considered to be located in the driver's compartment if there is not a full bulkhead (firewall) separating the driver and the battery.) Regardless of location battery positive terminal must be insulated.
14.19 (a)	Lights	SSV	<ul style="list-style-type: none"> All 4-wheel vehicles must have a minimum of two (2) headlights, two (2) brake lights, and two (2) taillights. Taillights must be mounted at least 914mm from the ground if other than stock. The brake light must be at least 76mm in diameter. All tail lights must be DOT and in operating condition at all times. All four-wheel vehicles must have a rearward facing amber colored light. Amber light must be a least 76mm diameter and DOT approved. This light must be connected to the ignition and remain on during the race. The bulb must be 25 to 55 watts, or LED with equivalent lumens as long as it has a amber colored lens. The lens must be coated deep amber, (Any other color coated lenses will not be accepted, this includes clear) Light must be mounted at least 1219mm off of the ground. The light must be visible from any position aft of the vehicle and must be protected from damage in case of roll over. Rearward facing lights must be in a operational condition before the vehicle will be allowed to start an event. During an event if the light goes out it must be fixed or replaced at the next available pit location before proceeding in the race. Any light that is connected to a switch that allows the vehicle to move in any direction without the light being on will cause that entry to be excluded.
14.19 (b)	Lights	Moto & ATV	All Motorcycles and ATV's must also have a minimum of one (1) headlight and one (1) taillight. All lights must be in operating condition at all times. Taillights must be on during the entire race. Tail light must be either powered by the Motorcycle or ATV AC generating system or be a AMAGEZA RACING approved battery powered unit capable of operating for the entire event.

14.20	Starters	SSV	All vehicles except Motorcycles and ATV's must have a battery and a starter capable of cranking and starting the engine.
Fuel System			
14.21	Fuel	All	The engine shall function on unleaded fuel or diesel in accordance with GCR 240 and be of a type equivalent to fuel from public fuel stations.
14.22 (a)	Fuel Tanks	SSV ATV	All fuel cells must be securely mounted, filled from and vented to the outside of the vehicle, and have a substantial cross member between the fuel tank and driver in vehicles with rear mounted tanks. No GI cans or fuel containers similar in construction or purpose will be allowed in/on any vehicle during a race.
14.22 (b)	Fuel Tanks	Moto	Fuel cells must be mounted to the frame and not require removal to transfer fuel.
14.23	Fuel Filler Lines, Vents and Caps	SSV	<ul style="list-style-type: none"> Fuel filler lines and caps must be mounted in a location where they cannot be knocked open or off during movement of the vehicle. All fillers must be located within a line drawn from two extremities of the frame or body structure so as to prevent opening during a rollover or accidental impact. Fuel pick-up openings, lines, breather vents, and fuel filler lines shall be designed and installed so that if the car is partially or totally inverted fuel shall not escape. Fuel breather lines must have a check valve and in addition the line must make a loop around the fuel cell. Fuel tank breathers must be vented outside the driver's compartment. All fuel fillers attached to the frame or body must have a flexible coupling to the tank. Positive locking non-vented fuel filler caps (no monza/flip type) are required. If the fuel filler cap is located directly on the fuel tank a check valve is not required. If the fuel filler cap is not located directly on the fuel tank (I.E. within 2"), a check valve must be incorporated in the fuel tank to prevent fuel escaping if the cap and filler neck are torn from the tank. It is recommended that all lines, filler openings, and vents be incorporated in a single fitting located at the top of the fuel tank. All fuel fillers must be surrounded at the outer extremity with a splash guard or boot designed to direct spilled fuel to the outside of the vehicle away from the driver, engine, and exhaust system when fueling. A body panel is acceptable as a splashguard if the fuel filler penetration is sealed.
Engines, Transmissions and Drivelines			
14.24	Engine & Engine Displacement	All	Where applicable, engines must displace no more than specified, and AMAGEZA RACING may check engine displacement and location.
14.25	Engine Replacement	All	No vehicle including Motorcycles and ATV's may replace a complete engine during an event. (Closed course events excepted.) Motorcycle and ATV engine cases are considered to be engine blocks and may not be replaced, although internal parts (gear, clutches, etc.) may be replaced. AMAGEZA RACING may mark engine blocks and/or cases.
14.26	Transmission	All	Every vehicle in competition except Motorcycles and ATV's must have a functional reverse. Four-wheel drive vehicles must be capable of being driven through the front wheels.
14.27	Throttles	SSV	Each vehicle except Motorcycles and ATV's must have a foot throttle incorporating two (2) positive action return springs attached directly to the carburetor throttle arm and must register a minimum pull of 0.9kg each. A positive stop or over-ride

			prevention system must be used to keep linkage from passing over center and sticking in an open position.
14.28	Exhaust	All	<ul style="list-style-type: none"> Each vehicle, regardless of class, is required to be equipped with mufflers. Exhaust system must be installed in such a manner as to direct the exhaust gases out of the body, rearward, behind the driver, away from the fuel tanks and tires, and placed in such a manner that will minimize the producing of dust. Exhaust pipes must extend at least to the rear of the driver's compartment.
14.29	Drive Shafts	SSV	<ul style="list-style-type: none"> All front engine vehicles utilizing open driveshafts must have a retainer hoop securely mounted and located within 6" of the front universal joint. Four-wheel drive vehicles are not required to restrain the front driveshaft from the transfer case to the differential. The retainer hoop may consist of either a 6.35mm x 50mm steel strap, 50mm wide nylon webbing, or 19mm diameter tubing, and must be securely attached to a body or frame member.
14.30	Fluid Coolers	SSV	Oil coolers, transmission coolers, and radiators mounted ahead of the driver or in the passenger compartment must have a shroud behind the cooler that will prevent liquids from the cooler or its lines from blowing back onto the driver or co-driver. All hoses that run through the passenger compartment must be shielded as well.
14.31	Auxiliary Equipment	All	<ul style="list-style-type: none"> A generator, fan, water pump (water-cooled engines), and a complete functional electrical system must be connected and in operation at all times. Drive belts must be sufficiently tight to drive equipment in a satisfactory manner and without noticeable slippage. Thermostatically controlled accessory fans are allowed.
Vehicle Safety Equipment			
14.32	Roll Cages	SSV	<ul style="list-style-type: none"> All vehicles in competition except Motorcycles and ATV's must be equipped with a roll cage. Roll Cages must conform to Article 8 in the 2016 FIA Appendix J - Article 283 - Cross Country Cars See Appendix A
14.33	Safety Harness	SSV	<ul style="list-style-type: none"> All vehicles except Motorcycles and ATV's must have a heavy-duty type five-point fast release (no push button or quick release type) seat belt and shoulder harness with metal-to-metal buckles and connectors for each occupant. The Safety Harness must comply with Article 6 in the 2016 FIA Appendix J - Article 283 - Cross Country Cars See Appendix A
14.34	Windows & Safety Nets	SSV	<ul style="list-style-type: none"> Safety nets are mandatory on all vehicles except Motorcycles and ATV's and must cover the complete open area of both the side and top of all vehicles. Windows and Safety Nets must comply with Article 11 in the 2016 FIA Appendix J - Article 283 - Cross Country Cars See Appendix A
14.35	Seating	SSV	All seats must be properly reinforced and securely mounted. Adjustable track type seats must be securely fastened so as to allow no vertical or lateral motion. If stock VW type seat runners are used, they must be clamped to the floor with a minimum of two (2) U-bolts per rail and have 25mm diameter washers on the

			underside
General Vehicle Components			
14.36	Firewalls	SSV	All vehicles in competition except Motorcycles and ATV's must utilize an all-metal firewall to separate the driver's compartment from any danger of fire from the engine and any fuel supplies. A minimum firewall must extend from the driver's shoulder height to the vehicle floor and body sides and must be fuel tight. If rear mounted safety fuel cell is higher than shoulder height, the firewall must be extended at least one inch above the safety fuel cell. On front engine vehicles the hood is considered an extension of the firewall.
14.37	Ballast	SSV	Any material used for the purpose of adding to the vehicle's total weight must be properly attached as a part of the vehicle's structure. Any material added to make minimum weight requirements must also have holes drilled in material so that it may be sealed to a non-removable structure member.
14.38	Weight	SSV	Weight shall be considered dry weight. (Dry weight is with all fuel tanks drained.) Tools, spare tires, and parts must be removed, but otherwise the vehicle must be race ready. Roll cage weight will be as raced, minus fuel, as the vehicle sits on the starting line. Official weight will be considered weight shown on official scales.
14.39	Floorboards	SSV	Floorboards or belly pans are required on all vehicles and must be held on by a minimum of six (6) 6mm bolts per side if the floor is not an integral part of the body or chassis. Floorboards must cover the entire area from the front of the pedal assembly to the back of the seat(s) and from outside edge to outside edge on the sides.
14.40	Bumpers & Hazardous Protrusions	SSV	No hazardous front or rear bumpers, nerf bars, frame heads or other protruding objects from the vehicles are allowed. All ends must be rounded and capped off to prevent becoming locked together with other vehicles. All vehicles except Motorcycles and ATV's must be equipped with safe front and rear bumpers.
14.41	Rear View Mirrors	All	A rear view mirror is required on all vehicles. A minimum of one mirror is required on Motorcycles and ATV's
14.42	Skid Plates	SSV	Skid plates designed to protect the front suspension, steering, and brake components are required on all vehicles except Motorcycles and ATV's. Skid plates must be designed of metal and installed so as to prevent accumulation of any fluids.
14.43	Storage	All	All spare parts and extra equipment carried on/within a vehicle must be securely fastened so as to prevent their movement during a race
14.44	Fenders	All	On all vehicles required to have fenders, fenders must be securely attached to the vehicle with quick release or breakaway fasteners. The removal of fenders for any reason other than damage incurred during an accident, after the race has officially started, will cause the vehicle to be excluded.
14.45	Chassis & Body	All	All body components shall remain on the vehicle (accidental damage excepted) during the entire race. As specified in individual class rules, body/chassis series must be maintained with body/chassis combinations.
14.46	Hoses	All	All hoses used for fuel and brake lines including metal lines and fittings must be clamped securely and/or safety wired.
14.47 (a)	Identification Markings	All	<ul style="list-style-type: none"> All vehicles in competition must be identified with the correct vehicle number(s) and/or letter(s) (Identification Markings) issued to them by

			<p>AMAGEZA RACING. All vehicles must display the identification markings in the correct locations as prescribed under the correct heading for your vehicle. In addition, all vehicles must leave the appropriate space for AMAGEZA RACING decals and sponsorship decals as AMAGEZA RACING prescribes.</p> <ul style="list-style-type: none"> Any combination of numbers that, in the opinion of AMAGEZA RACING, are difficult to read, in an undesirable location or are inadequately attached will be rejected. The violation must be corrected before the vehicle will be allowed to compete. AMAGEZA RACING assumes no responsibility for scoring vehicles that have unrecognizable identification numbers. It is the driver's responsibility to keep numbers recognizable at all times during the event.
14.47 (b)	Identification Markings	Moto	<p>The organisers shall provide each rider with the following:</p> <ul style="list-style-type: none"> One front number plate (250mm (w) x 230mm (h)) bearing the motorcycle number. Two side number plates (200mm (w) x 151mm) bearing the motorcycle number. The above three number plates must be placed visibility for the duration of the event. <p>*Images are for illustration purposes only.</p>  

14.47 (c)	Identification Markings	SSV & Crew	<p>To both doors:</p> <ul style="list-style-type: none"> a space 520mm (w) x 520mm deep is reserved for the Event principal sponsor name, vehicle number AND a combined sponsor panel. This must be located at the foremost part of the doors and may not be modified. On the roof: a space 520mm wide x 520mm deep is reserved for the Event principal sponsor name and vehicle number. To the FOREMOST part of the front bonnet: a sign approximately 250mm (w) x 230mm (h) deep (Front rally plate). Located on a rear facing panel (boot or tailgate for example) of the vehicle: a sign approximately 250mm (w) x 230mm (h) deep (Rear rally plate). Windscreen banner located to the uppermost region of the windscreen.  <p>*Images above is for illustration purposes only. See sizes in 14.47 (c)</p>
14.48	Organization Advertising	All	<ul style="list-style-type: none"> Each vehicle shall display advertising decals supplied by the overall championship sponsor/s and/or individual event sponsor/s (it is a condition of entry to display the sponsor's advertising material). Each vehicle shall display these decals as per the Organisers instructions. Refer to GCR 246 (iii). This advertising shall be displayed on competing motorcycles on the front fork area between the triple clamps and the sliders (upside down forks) or the area of the lower front forks (conventional forks) AND MUST BE FORWARD FACING ALONG THE LENGTH. For Side x Side's the stickers shall be displayed in a prominent area which is clearly visible. Inspection of these will be carried out at the Start and any competitor not complying will not be allowed to start the event. Competitors may display their own sponsor's decals and logos on their clothing. No organiser or event sponsor may insist on event sponsors clothing or any change in apparel being worn by the competitor either when racing or at any time thereafter.
14.49	Competitor Advertising	All	Advertising, names and symbols may be displayed on vehicles provided they are in good taste and do not interfere with identification marks or Organization Advertising.
14.50	Radio Equipment	All	<ul style="list-style-type: none"> No radio equipment in any race vehicle or support vehicle is permitted to transmit on any frequency allotted to the amateur radio band, public

			<p>service band, marine band, aircraft band, and/ or any frequency that ICASA considers illegal.</p> <ul style="list-style-type: none"> • All radio equipment must transmit and receive on frequencies that the equipment was designed for. • No outboard linear amplifiers with an output over 25 watts. An outboard linear amplifier is a device attached between the radio and the antenna that boosts the power of the radio. <p>Rule 5.4.7 in its entirety is included in this rule.</p>
14.51	Tracking Device	All	All vehicles will be mandated to run a GPS tracking device at events. Tracking device and monitoring company will be designated by AMAGEZA RACING.

15. Catering

1. Meal times will be displayed and strictly adhered to (although if you get in late, come and see us as no one goes hungry!)
2. Depending on the venue, it may not always be possible to sit down at a table with a white cloth and flowers on the table.
3. Breakfast
 - a. Breakfast will consist of a basic setup consisting of eggs, bread, boerewors, cereals, coffee and tea.
4. Lunch:
 - a. A light snack will be available for competitors and marshals (for example 1x energy bar and 1x packet of peanuts per day)
5. Dinner
 - a. Dinner will be a set menu, consisting mainly of a meat dish, veggies and salad, bread roll or pasta with a sauce, etc.
 - b. Please indicate on your entry form if you are vegan or vegetarian.

16. Accommodation

1. Every competitor is allowed to organize his own accommodation, food, backup and mechanical support, however, no route information will be given to support crew. Support crew are not allowed on the course.
2. Every team will be given an area measuring 3m x 8m for the setup of a pit area.
3. Race vehicles are not allowed to leave the bivouac unless to refuel (motorcycles only), or jetting purposes.
4. Race vehicles leaving the bivouac for fuel or jetting must report outbound and upon return to the timing marshal.

17. Conditions of Entry

1. To enter the 2016 Amageza Rallye, you must Pay your Full Entry and complete the Entry Form: and agree to the conditions as mentioned in this document.
2. The organisers reserve the right to refuse acceptance of an Entry Form, without giving a reason. (Refer MSA GCR 100)
3. Notwithstanding the lodgement of an Entry Form, the competitor will be required to complete and any other documentation provided by the organisers.

4. It is a condition of entry that, unless otherwise stated, all vehicles must comply with the South African National Road Traffic 1996 (Act 93 of 1996 and GCR 243)
5. It is a condition of entry that all competitors may be required to attend any Rallye Show or Festival, arranged by the organisers during the event.
6. All competitors are required to have a valid South African or International driver's license for the vehicle being entered.
7. All competitors are required to have a Motorsport SA Competition Licence with a minimum of R 500 000 medical cover.
8. The organisers have the right in perpetuity to authorise the production, distribution and sale of models, photographs or other forms of reproduction of any vehicle participating in the event, in race livery (including rider names) for event-related promotions.
9. Film, Television and Images
 - a. The competitor and team agrees all film and video rights for the event are the property of the organisers, Amageza Racing Pty Ltd and Motorsport South Africa under the 2016 GCR's item 83: Commercial Rights.
 - b. Competitors are permitted to carry video cameras in their vehicles for the purpose of making moving or still picture records for their private viewing, but the organisers retain copyright of all film/video footage associated with the race. No movie, film or video recording of any part of the race shall be carried out by competitor or crew member other than with the express approval, in writing, of the organisers. Personal "handy cams/ digicams" are permitted and subject to Scrutineering requirements. All of the vision captured by these devices may only be used for personal use and must be surrendered to the Organisers free of charge or conditions, if requested.
 - c. Any commercial arrangements made by the competitors and crew members for the sale of film or video/still footage, or viewing of such footage in a public place, must be approved in writing by the organisers. Competitors and crew members are advised to contact the organisers prior to making commitments for any such commercial arrangement. Failure to observe this regulation may lead to legal action by the Organisers for a breach of copyright.
 - d. All riders agree to, the use in perpetuity of their names and photographs, and photographs of their vehicles, in publicity material issued by the organisers or the event sponsors and to comply with the film and video regulations.
10. Disclaimer
 - a. By lodging an entry into the event known as the 2016 Amageza Rallye, you acknowledge that:
 - i. Motorsport is dangerous and accidents can and do happen.
 - ii. You have the required skill to pilot your vehicle in this race.
 - iii. The risks associated with attending or participating in the race include the risk that you may suffer harm as a result of: motor vehicles (or parts of them) colliding with other motor vehicles, persons or property;
 - iv. Acts of violence and other harmful acts (whether intentional or inadvertent) committed by persons attending or participating in the race; and
 - v. The failure or unsuitability of facilities (including grand-stands, fences and guard rails) to ensure the safety of persons or property at the race.
 - vi. Motorsport is dangerous and that accidents causing harm can and do happen and may happen to you.
 - vii. You accept the conditions of, and acknowledge the risks arising from, attending or participating in the race and being provided with the race services by Amageza Racing (Pty) Ltd and the Associated Entities.
 - viii. You have understood the safety and equipment list and have everything required.
 - ix. You will not be allowed to start, or continue with the race should you not comply with this equipment list at scrutining or during the race.

