



2018 | GENERAL RULES

Version 3.1

PURPOSE

NORRA's purpose is to honor the past by encouraging the revival, promotion, historical preservation and use of vintage off road racing vehicles and rally cars, while also forging the future by encouraging the use of modern off road racing vehicles and rally cars. NORRA promotes the best of both worlds, the past and the future, with unique overall winner trophies in multiple Eras in addition to the category trophies. Vehicles of any vintage and design are welcome to participate if they meet the safety criteria outlined in this rule book.

All vehicles are operated in a spirit of safety consciousness among their drivers and crews, and NORRA events are maintained in an atmosphere of friendly competition. NORRA encourages racing of all years, and maintains the safety of competitors and vehicles by promoting events in rally format with daily finishes for nightly rest. NORRA racing is an amateur sport where the pleasures of "taking part" must exceed the desire to "win at all cost". All competitors must know the limits of their skills and their machine's capabilities. Contact between vehicles, including "nerfing", is strictly prohibited.

NORRA events are held on terrain that is selected to minimize stress upon vehicles in consideration of vintage machinery and to enable and encourage rally car participation.

NORRA rules described in this rule book are intended to establish minimum acceptable requirements and to provide for the orderly conduct of rally events. All NORRA participants in these events are deemed to have complied with the rules described in this rulebook. No express or implied warranty of safety shall result from publication of, or compliance with this rulebook. The rules described in this rulebook are in no way a guarantee against injury or death to participants, spectators, or any other person or persons; they are intended only as a guide for the conduct of NORRA events. The NORRA rulebook is the sole property of NORRA.

Use of these rules by any other organization or individual is forbidden unless NORRA grants prior written approval for such use. NORRA, its members, officers, directors, or staff assume no responsibility, legally or otherwise, for failure or malfunctions of any product or products of recognized manufacturers listed in these rules. NORRA is not liable for decisions nor for actions made by individuals, promoters, organizations or others using NORRA rules in whole or in part.

Specifications and/or regulations contained in this rulebook are intended for use as a guide with respect to safety and for that purpose only. NORRA assumes no responsibility for consequences resulting from their voluntary application by any association, organization, manufacturer or individual.

NORRA reserves the right to change the rule book at any time as deemed necessary.

1. Event Overview

- 1.1. NORRA events loosely follow the FIA definition of a Cross Country Rally. Special stages throughout the day timed individually and linked together by liaisons or transit stages.
- 1.2. A NORRA Rally will typically consist of several Special Stages run over several days. For example, the 2011 NORRA Mexican 1000 Rally had 3 days of Special Stages:
 - Day 1 had 3 Special Stages.
 - Day 2 had 2 Special Stages.
 - Day 3 had 2 Special Stages.
- 1.3. Each Special Stage will be scored individually. Liaisons (transits) will not be scored for speed but have target times and maximum allowable time windows to complete. Ample time is allowed to complete each liaison section. There is no benefit to speeding and laying up.
- 1.4. Super Special Stages may also be included. Super Special Stages are typically very short (less than 10km) stages. A Super Special Stage may be used as the opening event of the rally to set the starting order for the first Special Stage of the event. Additional Super Special Stages may be included in the

rally. A Super Special Stage is scored the same as a Special Stage and its results are included in the event.

2. Disclaimer

- 2.1. Off road racing is a hazardous sport and as such, no entrant, pit crew member or vehicle sponsor shall have any claim for damages, expenses, lawsuits or otherwise against promoter, track operator, NORRA, its officers, agents, directors, or entrants arising from damage to any vehicle, personal injury or death, or monetary loss of any kind whatsoever. Entrants, pit crew members or vehicle sponsors who voluntarily participate in any racing activities conducted under these rules, waive any claim they may have against promoter, track operator, NORRA, its officers, agents or directors.
- 2.2. NORRA 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.
- 2.3. NORRA assumes no responsibility for impounded vehicles. NORRA intends to make reasonable efforts to ensure the vehicles' security.

3. Registration

- 3.1. NORRA reserves the right to refuse and/or deny any entry application or person.
- 3.2. Any entrant who fails to fully fill out and sign required entry forms and releases shall be disqualified and shall forfeit any prize money, points and contingencies won in that particular event. Entry forms and releases must be signed in person in front of NORRA entry personnel.
- 3.3. Any entry application containing a falsified signature will cause entrant to be disqualified and shall forfeit all prize money, points and contingencies won in that event.
- 3.4. No person shall sign the release or entry forms for anyone other than himself or herself. Proper identification may be required (i.e., picture ID).
- 3.5. Entrants must make all reasonable effort to arrive at the registration and pre-event technical inspection during the hours listed on event information sheets. Failure to do so may result in penalties being placed on entrant at the discretion of NORRA.
- 3.6. The entry applications of persons under the age of 18 must have a parent or legal guardian sign the release form in the presence of NORRA officials. Identification of the guardian may be required.

4. Technical Inspection

- 4.1. Each vehicle must pass a safety inspection before it will be permitted to begin in any NORRA event. A designated identification marker will be placed on the vehicle after successfully passing the safety inspection. The identification marker must remain on the vehicle until after the finish of the event. A NORRA decal must be placed on each side of the vehicle in a prominent location.
- 4.2. Categories may be combined or split into multiple categories at the discretion of NORRA.
- 4.3. All personal protective gear will be checked at pre-event tech. This includes but is not limited to fire suits and helmets. First-aid kits, fire extinguishers, seat belts, and nets will also be checked.
- 4.4. NORRA reserves the right to subject any vehicle to a mechanical inspection at the discretion of the chief steward and/or chief technical inspector. In the event of a mechanical inspection, the driver of record will be responsible for removing or preparing the requested items to be inspected as directed. Failure to comply will result in disqualification of entrant and vehicle.
- 4.5. NORRA may impound all vehicles at the end of each day.
- 4.6. Post-event impound of all finishing vehicles is at the discretion of NORRA.
- 4.7. NORRA reserves the right to seal or impound any and all event vehicles.

5. Behavior

- 5.1. Contact between vehicles including nerfing, bumping and pushing, intentional or accidental, is strictly prohibited in NORRA. Blocking or failure to pull over when caught is also strictly prohibited in NORRA. It is each competitor's responsibility to watch their mirrors and listen for horns and to pull over when caught to facilitate a clean pass. If you are caught, the competitor behind you is faster, they have just come through your dust and you are required to pull over. If you catch another competitor you are required to be patient, provide ample warning and make a clean no-contact pass. Protests for contact incidents are subject to review by the Operations Director including review of on-board camera video and interviews with the parties involved. Lacking any concrete proof to the contrary, NORRA will assume each competitor involved in the contact incident is equally to blame in a contact protest and will penalize both parties equally. These penalties can be up to 4 hours or disqualification from the event.
- 5.2. The use of narcotics (amphetamines or any other stimulants, barbiturates or other depressants) is forbidden.

6. Course

- 6.1. NORRA courses are not physically marked. The official course (route) is defined by both the road book and a GPS file that is provided by NORRA.
- 6.2. The allowable deviation from the official route (the road book or the GPS route) shall be published by NORRA in advance of the event. The allowable deviation may vary from Special stage to Special stage or within a Special stage. In the case where the allowable course deviation changes within a Special stage, the tolerance transition point shall be identified by a note in the road book and a waypoint on the official GPS file and shall be communicated in advance of the event. A vehicle that deviates further from the official route than the allowable deviation shall be penalized at the discretion of NORRA
- 6.3. It is the sole responsibility of the entry to comply with the official route and stay within the allowable course deviation window. Virtual checkpoints may be used. If virtual checkpoints are to be used, the location will be identified in the road book and by a waypoint on the GPS map and the locations, tolerance, and penalties for deviation shall be published in advance of the event by NORRA.
- 6.4. The Special Stages will be listed in the road book and on the GPS file.

EXAMPLE:

Day #1 Special Stage #1 Start: GPS waypoint (D1 SS1 Start)

Day #1 Special Stage #1 Finish: GPS waypoint (D1 SS1 Finish)

Liaison (transit)

Day #2 Special Stage #1 Start: GPS waypoint (D2 SS1 Start)

Day# 2 Special Stage #1 Finish: GPS waypoint (D2 SS1 Finish)

Liaison (transit)

- 6.5. NORRA may declare some Special Stages to be "checkpoint to checkpoint" where no GPS trail is provided for the stage and competitors must use the route book to navigate through the Special. Virtual Checkpoints may be used in these Specials. Route compliance guidelines for "checkpoint to checkpoint" Specials will be published in advance of such a Special.

7. Timing

7.1. Excluding racing stages, there is an assigned time to travel between each official time control. The amount of time supplied is designed to allow the racer time to safely make it from one checkpoint to another while remaining under the speed limit of the road. There is a window of time in which to check in without penalty. Checking in before or after your window results in a timing penalty.

7.2. The size of the check in window is:

1. For the start of each day: one minute.
2. For the arrival at the first racing stage of each day: one minute.
3. For all arrivals after the first stage: 30 minutes.

7.3. Examples:

At the very beginning of the rally, you have an assigned time, published beforehand, to leave the ceremonial start on a transit at 7:15:00. You need to present yourself at the start between 7:14:01 and 7:15:00 to receive your time card and begin your transit at 7:15:00.

After the ceremonial start, you have a 60 minute transit to the beginning of the first stage. Your start time, 7:15:00, plus 60 minutes is 8:15:00. You need to present yourself at the line between 8:14:01 and 8:15:00 to be ready to start at 8:15:00.

You finish racing Stage 1 at 9:30:24. There is a 60 minute transit time allowed to the start of Stage 2. Take the time you finished (ignoring the seconds) and add the transit time: 9:30:00 + 60 minutes is 10:30:00. This is the earliest you can check in. You have a 30 minute window. The earliest time, 10:30:00, plus 30 minutes, is 11:00:00. So checking in any time between 10:30:00 and 11:00:00 will result in receiving no timing penalties. The time card will generally list the shortest and longest transit times available (in this example, both the minimum 60 and the maximum 90).

Racers are free to ask the timing control marshals what time their official clocks have before they check in.

7.4. All liaison transit times will be provided on the time card.

7.5. The finish time for your special stage, minus the seconds, is the start or out time for the next liaison.

8. Time Controls

8.1. A time control is any location where the racer has a time recorded.

8.2. For the first Special (or Super Special) of the day, every vehicle must leave the start line at its designated start time. A vehicle that misses its assigned start time will be penalized and inserted into the starting lineup under direction from a NORRA official.

8.3. A vehicle that fails to start or finish a Special (or Super Special) stage shall be assigned a maximum time for the stage. The maximum time is determined by NORRA for each stage. An entry may miss or fail to complete one or more specials and remain in the event as long as the competitor has started from the first time control of the day under their own power.

8.4. Regardless of other rules, a competitor is required to start the first time control of the first day under their own power in order to be considered an official starter. Failure to do so will result in a DNS (Did Not Start) and disqualification from the rally including all subsequent stages and days.

8.5. Other than the first day, an entry is allowed a 1 time only "pass" to push the vehicle over the starting line. This action will be recorded by the officials to insure it is not done more than once. Failing to start the first special of the day under a vehicles own power more than once will result in a DNF and removal from the timing and scoring.

- 8.6. A competitor is not allowed to start the 2nd (or greater) special stage within a day unless all previous special stages that day have been completed. If a competitor fails to finish a special stage then that competitor is done for the day and will receive the maximum time for all remaining specials that day. The competitor is welcome to start the next day. A competitor may not skip a special or dnf a special then jump into the next special. This rule is to prevent slow vehicles from jumping in front of faster vehicles and is a safety rule. An exception to this may be made on the final day of the event by requesting in writing that an entry be allowed to skip the first special on the last day but compete in the second or subsequent specials so as to finish the rally should the vehicle be able to be repaired but not in time to start the first special.
- 8.7. All entries must turn in the time card upon completion of the days stages. If an entry fails to complete the days stages but wishes to continue in the rally, then they must turn in the time card no later than 1 hour before the start of the next day's first time control. Failure to turn in the time card on time (upon completion of the days stages for finishers or the next morning for non-finishers) will result in max stage times for all stages being assigned for the day on which the time card was not turned in. If this happens, the time penalty cannot be reversed (the time penalties are final).
- 8.8. Regardless of other rules, a competitor is required to complete (start, run the route, and finish) the last stage and cross the final time control of the last day under their own power in order to be considered an official finisher. Failure to do so will result in a DNF (Did Not Finish) and the entry will be ineligible for trophies.
- 8.9. All vehicles must enter each stop checkpoint at a safe speed. Unsafe racing into and/or through any stop checkpoint is prohibited and subject to penalty up to and including disqualification. Safe speed is defined as a speed at which a vehicle may make a controlled, non-skidding stop without endangering anyone within the immediate vicinity of the checkpoint, paved road crossing or pit areas.
- 8.10. Starting procedures will be announced at the drivers/riders meeting prior to each event.
- 8.11. At all controls, only the Timing Marshal is allowed to write the time on the time card, vehicle time sheet, and control log.
- 8.12. Start Time Control
 - 8.12.1. No vehicle may start a Special (or Super Special) stage prior to being instructed to do so by a NORRA official. Unauthorized early starts will be penalized up to and including disqualification.
 - 8.12.2. Stop signs will be on both sides of the vehicle lane at the start.
 - 8.12.3. If a vehicle has an issue within the control zone the team needs to notify the Timing Marshal immediately that the appointed start time will be missed. This vehicle must clear the cone corridor and not delay any vehicles ready to take the start.
 - 8.12.4. If a vehicle has a problem with the start; he or she needs to be moved immediately from the start to make space for the next vehicle to begin. If a team is not ready to go on course after the Timing Marshal has issued a start time, than a penalty will be assessed against that team. Note: the wise move here is to not approach the time control zone until you are completely ready to start.
 - 8.12.5. Upon arrival at a Special Stage Start, vehicles will check in with the Timing Marshal when ready to start. Racers should remember that their time of arrival, as far as calculating timing penalties is concerned is when the drive up to the control, not when they start the stage. In this way the racer is not penalized if the Timing Marshal holds the start for safety or technical reasons.
 - 8.12.6. A Timing Marshal is the person responsible for issuing and recording vehicle start and finish times at the beginning and end of each Special stage.

- 8.12.7. The Timing Marshal will ask the team “Are you ready to start?” If the team responds “Yes” than the Time Control Marshal will assign that teams start/departure time.
 - 8.12.8. If Driver answers “YES” the Timing Marshal will assign the start time and then instruct the team to move to the start.
 - 8.12.9. Starting Line is designated by a corridor of cones and (2) NORRA Icon signs on each side of the vehicle lane.
 - 8.12.10. Driver will get a 30 second countdown before they receive the signal to start.
 - 8.12.11. The starter will count down from 30-15-10-5,4,3,2,1 GO!
- 8.13. Finish Time Control
- 8.13.1. There are two locations to be aware of at a Finish Time Control. The Stop location and the Flying Finish location.
 - 8.13.2. The Flying Finish location is where the official time for finishing the stage will be measured and it will be indicated by red checkered flags. Racers will continue at race speed until they have passed the red checkered flags, at which time they will immediately reduce their speed. The Flying Finish will be 300-600 feet before the Stop location.
 - 8.13.3. The Stop location is after the Flying Finish, and will be indicated by red stop signs. All racers will stop at the Stop location to have their time cards filled out. All racers must use caution and courtesy to safely approach the Stop location.
 - 8.13.4. When a vehicle is approaching a Flying Finish there will be a corridor of markers set off by 2 yellow flags 100 meters (300ft) out to warn the team that the finish is approaching.
 - 8.13.5. Teams need to slow their rate and be ready to make a full stop at the Stop signs signifying the Time Control.
 - 8.13.6. The Timing Marshal will then write the finish time on the vehicle time slip, the master time control log, and the Driver/Rider Time Sheet.
 - 8.13.7. Once the Timing Marshal records the finish time, the team will be released for the following liaison/transit.
- 8.14. Control Zone
- 8.14.1. Start Controls define their control zone as 100 feet before and 100 feet after.
 - 8.14.2. Finish Controls define their control zone as 300 feet before and 100 feet after.
 - 8.14.3. Within a Control Zone, no working on the vehicle is allowed excluding minor operations such as cleaning a windshield or applying a zip tie.

9. Start Order Determination

- 9.1. The Rally Director has the final say on any start order. All start orders, for maximum safety and minimum dust and passing, will attempt to have the faster vehicles leaving first and the slower vehicles leaving last.
- 9.2. The Start Order for the beginning of the rally will be determined by using historical race data on the entrants, as well as comparing the racers that NORRA does not yet have data on to other racers in similar races. Entrants new to NORRA are encouraged to provide a racing resume directly to the Race Director. The start order may be grouped by category.
- 9.3. A Super Special Stage may be held as the first competitive event of the rally, the results of which may be used to determine the starting order for the first Special Stage of the Rally.

- 9.4. Starting Order for the first Special Stage each day after the first day will be based on cumulated elapsed time of the special stages from the day prior.
- 9.5. The starting order for the first Special Stage of the day will be published at least 3 hours prior to start.
- 9.6. All vehicles must be lined up in the order published that morning and ready to go 30 minutes before the starter calls for their start.
- 9.7. A vehicle that misses its assigned start time will be inserted into the starting lineup under direction from a NORRA official.
- 9.8. Vehicles will start at either 60 second or 30 second intervals, as directed by the Timing Marshal.

10. Penalties

- 10.1. NORRA shall have the authority to penalize any entrant 20 minutes up to and including disqualification and/or suspension found to have committed violations of general rules.
- 10.2. NORRA shall have the authority to penalize, disqualify and/or suspend any entrant for violations of vehicle technical rules.
- 10.3. Any entrant disqualified from the event for any reason whatsoever forfeits any and all rights to “race for cash” monies as well as trophies. Entrant will not be entitled to a refund of all or any portion of his/her entry fee.
- 10.4. The following list of penalties is a guideline used by NORRA. Depending upon circumstances of the infraction, the actual penalty may be modified from these guidelines.
 - 10.4.1. Timing
 - 10.4.1.1. For each minute that a racer arrives before their due time at a time control: ten (10) minutes
 - 10.4.1.2. For each minute that a racer arrives after their due time at a control: one minute.
 - 10.4.1.3. Arriving at the finish of the day without the officially issued time card: one hour up to max stage times for all stages listed on that card.
 - 10.4.1.4. Starting out of sequence at a stage with a published start order: 10 minutes.
 - 10.4.2. Checkpoints
 - 10.4.2.1. Speeding through and/or unsafe racing up to or through a stop checkpoint: Disqualification.
 - 10.4.2.2. Rolling through a stop checkpoint (i.e. failure to come to a complete stop): 15 minutes.
 - 10.4.2.3. Missing a Virtual Checkpoint: 15 minutes.
 - 10.4.2.4. Missing the final control of the day: 30 minutes.
 - 10.4.2.5. Passing an open control without checking in: 2 hours.
 - 10.4.3. Location
 - 10.4.3.1. Entrant vehicle traveling on the course in the reverse direction of the event, before the official closing of the Special stage: Disqualification.
 - 10.4.3.2. Pit support vehicles traveling on the course in the reverse direction of the event, before the official closing of Special stage: Disqualification.
 - 10.4.3.3. Stationary pits or chase crews or traveling in restricted areas: Disqualification.
 - 10.4.3.4. Deviation outside the allowable course tolerance: Judgment will be made as to severity with penalties ranging from time penalties up to and including disqualification. Short coursing

typically results in exclusion from the Special stage results and entry is assigned the maximum penalty for the Special stage (same as failing to complete a Special stage).

10.4.4. Conduct:

- 10.4.4.1. Unsportsmanlike conduct or conduct that belies NORRA's tradition of fun, safety, and comradery in the desert: from 30 minutes up to disqualification, at the Rally Director's discretion.
- 10.4.4.2. Nerfing or contact with another vehicle: Time penalty or disqualification and possible suspension from future events. Subject to review and investigation by Operation Director.
- 10.4.4.3. Abusive conduct toward a NORRA official: Disqualification.
- 10.4.4.4. Reckless driving in pit areas or any access roads by entrant vehicle or support vehicles: Disqualification.
- 10.4.4.5. Failure to appear before the Chief Steward or Rally Director when requested: 1 hour.
- 10.4.4.6. Unsafe racing across any paved road crossing is prohibited and subject to penalty up to and including disqualification

10.4.5. Speeding on transits:

All competitors should obey local traffic laws at all times as enforced by multiple law enforcement agencies including federal highway patrol and local police.

Additionally, NORRA will enforce a strict speeding penalty during all transits including start and end of day of 75 mph. Competitors who exceed 75 mph at any time during a transit will receive the same penalty as if it were a special stage speed zone. Be aware these penalties can quickly add up to massive time penalties easily removing a competitor from contention.

The above speeding penalties may be superseded by info presented in advance of the event or at the drivers meeting.

11. Scoring

- 11.1. An entrant's official time shall be the sum total of the elapsed time of each Special stage plus the total elapsed time of each Super Special stage plus any time penalties, less any time bonuses.
- 11.2. The winner of each category shall be the entrant with the lowest official time provided that the entry finished the event under their own power as described in section 8.7.
- 11.3. No vehicle shall be towed, pushed, pulled or transported by any non-event-entered vehicle on the official course while an official event is still in progress. This includes the time controls.
- 11.4. The Driver or Rider of Record must drive/ride at least one Special (or Super Special) stage in the event. This Special (or Super Special) stage must either be the first stage of a day or the final stage of a day. The driver/rider of record is not required to drive each day.
- 11.5. No scores posted during the rally, either online or on-site, are final until they are marked final and signed.
- 11.6. Within a given category, no entry who has failed to complete every mile of the rally shall finish higher than an entry who completed every mile. The max stage times may not be sufficient to guarantee this and in this case, the event finishing order shall be adjusted such that the entries who complete every mile are scored as finishing ahead of entries who did not complete every mile.

12. Timing Inquiries

- 12.1. Each day the scores are posted in the evening. It is the entrant's responsibility to review their scores and penalties. If the racer believes that any scores are incorrect, they must file a Scoring Inquiry form to have times reviewed.
- 12.2. Any racer can file an inquiry asking a question about another racer's score.
- 12.3. On the final day, the official Provisional Scores will be posted. Once posted, a 60 minute window remains in which to file Scoring Inquiries. For any Scoring Inquiries, verbal questions, and emails submitted after the 60 minute period, NORRA is under no obligation to change any scores, either the results posted on site or the results posted online, even if the scores as they stand are incorrect, wrong, inaccurate, or mistaken.
- 12.4. Once all Scoring Inquiries received within the 60 minute window are processed, Revised Scores will be posted that will be the results used to give awards. NORRA reserves the right to correct scoring inaccuracies after this period, however, the Revised Scores are generally considered final.

13. Protests

- 13.1. The Rally Director, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any NORRA rules.
- 13.2. An entrant may protest another entrant within the same category for technical and class compliance. A five hundred-dollar (\$500) cash fee must accompany protests for each item protested. The protest must be in writing along with the fee and be delivered to the Steward or Rally Director no later than 30 minutes after the official end of time limit. If the protest is proved valid the \$500 fee will be returned to the protestor. If the protest is proved invalid the \$500 goes to the person who was protested. Protests considered by the Steward that shows a lack of sportsmanship may not be accepted. The Steward will direct the technical director to check the protested items. The decision of the Steward and Rally Director will be final. Interpretation of all rules along with violations and penalties thereof are at the discretion of NORRA. Penalties levied at the discretion of NORRA are final.
- 13.3. Any entrant who has an official protest lodged against his/her vehicle must submit to an inspection of the protested items. Failure to submit to inspection may result in automatic disqualification and/or suspension. Those attending the inspection(s) will be as follows:
 - The protestor or their designated representative.
 - The protested competitor or their designated representative.
 - The protested competitor's mechanic.
 - NORRA officials.
- 13.4. An Incident Report or complaint filed for improper driving or conduct does not require a cash fee. The complaint must be filed in writing with the Steward or Rally Director the same day as the incident occurred (if the complainant finished the day). If the complainant did not finish the day then the incident report must be submitted no later than 1 hour before the start of the next day's first time control opening. A complaint may be verbally filed with any radio equipped NORRA official if entrant filing the complaint is broken down on the track. The official will notify the Steward or Rally Director of the complaint. Incident reports filed beyond these deadlines will not be considered.
- 13.5. Incident reports requesting time credit for assisting others will only be considered in the event of a medical emergency.

14. Race Staff

- 14.1. Chairman – This person creates the event, guides the concept of the event, and builds the team for the event. They liaise with sponsors, as well as city and government officials to organize promotion and procure permits. Due to the possibility of close ties with many teams, as well as financial connections to many of the people involved, the Chairman, to promote the NORRA values of fairness for all, abstains from making decisions related to the sporting aspects of the event.
- 14.2. Rally Director – This person conducts the operations during the event, authorizes stages to start and stop, and contributes to sporting decisions such as penalties, inquiries, and protests.
- 14.3. Steward – This person is the impartial referee for any sporting issues. Under optimal conditions this person will have a long rally and desert racing history. To best achieve impartiality, the Steward does not participate in the operations of controls. The Steward contributes to sporting decisions.
- 14.4. Registrar – The person manages all aspects of racer registration and determines whether each entrant has satisfied their mandated waivers.
- 14.5. Chief Scrutineer/Chief of Tech – This person inspects the vehicles for safety compliance and reports which vehicles are cleared to race.
- 14.6. Scoring Chief – This person manages the calculation of the times and penalties of racers. The Scoring Chief is empowered to fix timing related errors such as would be caused by illegible numbers and may contribute to sporting decisions. The Scoring Chief does not have the authority to solely rule on inquiries or protests.
- 14.7. Marshal – Any person stationed on the course.
- 14.8. Timing Marshal – A person involved in recording times at a time control.

15. Miscellaneous

- 15.1. All drivers and co-drivers of record as listed on the official NORRA entry form must attend all drivers/riders meetings. Failure to do so may result in penalties of up to and including disqualification and/or fines. Wristband checks and written roll calls may be made at the meeting.
- 15.2. All entrants must report all accidents and/or breakdowns they may have witnessed. Entrant must inform a NORRA official at the next stop check point, paved road crossing, pit stop or by radio (if so equipped) of the location, vehicle number, and injuries, if any.
- 15.3. All entrants may be checked for their wristband and all vehicles may be checked for the technical inspection sticker at any or all checkpoints or paved road crossings. Every entrant is responsible for his/her wristband and vehicle technical inspection sticker. Any entrant found not to have a wristband or vehicle without technical inspection sticker may cause that vehicle to be disqualified.
- 15.4. A GPS recorder may be supplied or mandated. On each vehicle this will also be recording the start and finish times and this data will be downloaded at the completion of each day.

16. Time Control Layouts

- 16.1. Start Control
TBA
- 16.2. Finish Control
TBA
- 16.3. Signs Reference

MEXICAN 1000 RALLY CONTROL SIGNS

NORRA ICON



TIME CONTROL



PRE SIGN (YELLOW)

TIME CONTROL



CONTROL SIGN (RED)

SPECIAL STAGE STOP CONTROL



STOP SIGN (RED)

17. Appendix A – Document Version

Version 2

December 23, 2012

Version 2.6

March 14, 2015

- This version is a revision to previous version “e”, no record of previous edits.

Version 3.0

September 12, 2017

- Numerous changes to reflect latest procedures.

Version 3.1

November 19, 2019

- Increased early staging penalty from 2 min/min to 10 min/min to further discourage racing to staging.
- Updated transit speed rules. 75 mph max enforced as a speed zone during all transits.