



# The Great Wheelbarrow Race

## Rules and Regulations 2025

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### **Preliminary**

The Great Wheelbarrow Race (the 'event' or 'race') is run in a relay format over three days, held annually in May. The race stages are Mareeba - Dimbulah (42km), Dimbulah - Almaden (65km) and Almaden - Chillagoe (33km), or in reverse, both being a total distance of 140km.

The Wheelbarrow Race committee (the 'committee') promotes the race as a competitive endurance event, structured to provide a safe, social environment for participants with a range of ability levels and motivations to compete. Whether teams or individuals choose to participate socially, competitively, or simply for personal achievement, they are required to compete in a manner consistent with the spirit of the race.

The committee expects that all participants (including drivers and marshals) apply the race rules and regulations judiciously during the race to allow the safe, expedient passage of teams, support vehicles, and general traffic through the event.

Runners, drivers, marshals and support personnel should be mindful of maintaining the flow and integrity of race as a timed event while ensuring the safety of all participants, and particularly runners on the road, is prioritised at all times.

The team captain shall ensure that all team members, drivers and support personnel are familiar with and understand their individual obligations under the race rules and regulations.

### **1. The Wheelbarrow Race Organising Committee**

The committee is an advisory committee of Mareeba Shire Council, appointed to facilitate the event with assistance from Council staff. The Chair of the committee is a Councillor of Mareeba Shire Council and consists of a minimum of five (5) volunteers.

The committee nominates a Chief Marshal who will control the race on behalf of the committee with authority to issue warnings, impose time penalties, expel and disqualify for breaches of the Rules and Regulations and unsafe behaviour, in consultation with the Chair and other committee members.

### **2. Event Public Liability Insurance**

It is advised that the event's public liability insurance cover does not indemnify competitors and spectators, and that consequently, if a competitor acts negligently and causes injury, then that competitor will not be indemnified by the insurer. Race participants may wish to obtain their own personal injury / risk insurance cover should they consider it necessary.

### 3. Conditions of Entry

#### Race Nomination Fees:

- \$880 per team (\$88/runner)
- \$550 trio teams
- \$440 duo teams
- \$330 solo competitors

Nominations close 5.00pm, Wednesday, 30 April 2025. Fees must be paid with the lodgement of online registration/entry forms.

- 3.1. The 2025 Rules and Regulations are available on the Great Wheelbarrow Race [website](#). All participants must read and be familiar with the Rules and Regulations on nomination and prior to commencement of the race. Any direction given by an authorised race official during the race and relating to the Rules and Regulations must be obeyed.
- 3.2. Should a participant fail to comply with the race Rules and/or fails to obey an instruction from a race official, teams and/or an individual entrant may incur a time penalty or may be disqualified from the race.
- 3.3. Runners, drivers, team officials and marshals shall not participate in the race under the influence of alcohol or illegal drugs. Offenders may be disqualified or expelled from the race and may be subject to prosecution.
- 3.4. All support vehicle/bus drivers must attend compulsory race briefings along with team captains or a nominated team representative. Any official instruction or direction provided at the briefings and relating to the race must be conveyed back to respective teams and observed and adhered to accordingly. Daily briefings will be given to the team captain and driver by the Chief Marshal, prior to the team leaving.
- 3.5. Reserve or substitute runners are not permitted (with the exception of Social teams) - No additional/unregistered members can join a team during the race. Teams using an unauthorised runner will not be eligible for a category win or place prize and may face disqualification and expulsion from the race.
- 3.6. Competitive teams can have up to a maximum of ten (10) members. Teams may compete day 1 without full complement of runners, with registered members able to join on day 2, to bring a team to its full complement for the remainder of the race. Competitive teams cannot substitute members due to injury or unavailability once the race has commenced. Social teams can register more than ten (10). Social teams may substitute registered members on day two and three however only ten (10) runners can compete on one day. The team captain must be present on all three days of the race.

- 3.7. All Individual participants must register online. It is the responsibility of the team captain to know of any medical conditions a team member may have and notify the Chief Marshal of any concerns, restrictions or injuries.
- 3.8. Drivers must be 18 years or older and hold a valid open drivers licence appropriate to the vehicle being operated. Drivers must provide a copy of the appropriate licence with nomination to be held on record along with all other team registration details.
- 3.9. Runners must be of a minimum of 13 years of age at the time of the race (9 May 2025). Younger participants may take part provided they obtain prior approval from the committee and provide a letter from a parent or guardian giving the child consent to participate.
- 3.10. Each team will provide a Team Marshal for the race, with the marshals' name provided at registration. If a team fails to or cannot provide a marshal, they will be eligible to compete in the social category only.

Marshals may be asked not to officiate on the bus of the team to which they are aligned due to perceived conflict of interest issues relating to the adjudication of race rules and the recording of timed stops. This is at the discretion of the committee. The only exception may be a dual role assigned to a solo, duo or trio driver and approved by the committee or Chief Marshal.

#### **4. Special Event Permit Compliance – Queensland Police Service Terms and Conditions**

In accordance with the provisions of the Transport Operations (Road Use Management) Act 2005 (<https://www.legislation.qld.gov.au>) the Committee must apply to the Queensland Police Service (QPS) Regional Superintendent to obtain the relevant permit approvals for the event to be conducted on the state road network.

Race participants and support personnel are required to comply and operate under the terms and conditions of the QPS Special Event Permit.

Permit conditions include:

- I. The QPS Special Event Permit does not exempt participants and drivers of event support vehicles from compliance with the provisions of the Transport Operations (Road Use Management-Road Rules) Regulation 2009 or any other legislation.
- II. The event shall only be conducted in daylight hours.
- III. The authorised route shall be followed, and no deviations made by participants.
- IV. Should more than four (4) vehicles be adversely delayed behind the event, participants and event support vehicles shall move to the left of the roadway, pausing, if necessary, until the

traffic congestion is cleared.

V. Participants and drivers of event support vehicles shall take all necessary precautions to avoid any road incidents and shall immediately obey any lawful direction given by a police officer.

VI. Participants shall keep as far as practicable to the left side of the roadway.

VII. In congested traffic conditions, all event support vehicles shall travel independently of the participants.

VIII. The event permit may be cancelled, or the conditions altered by a police officer for the safe and effective regulation of traffic or the safety of the public and participants.

## **5. Race Schedule**

### **5.1. Pre- Race Briefing**

Attendance of the pre-race briefing is compulsory for all team captains/representatives, drivers and marshals. The pre-race briefing will take place at a predetermined time and location which will be corresponded to teams well in advance to the start. The committee and chief marshal will brief teams on the race rules, safety and participant compliance obligations under the Rules and Regulations.

### **5.2. Staging**

Times and locations of each daily start will be made known to teams at the pre-race briefing session. Solo, duo or trio competitors can expect to start first during each stage and at earlier times than teams. Individual team start times will be based on overall race positions from the previous day. The Chief Marshal will give team captains an individual briefing at the start time prior to the commencement of each day's racing.

The chief timekeeper endeavours to finalise official race times and overall positions by approximately 6.00 pm, at the latest, following the day's racing. The results and the next day's starting order are then displayed for the information of participants.

- Mareeba - Dimbulah: 42kms: Dimbulah Dash
- Dimbulah - Almaden: 65kms: Almaden Amble
- Almaden - Chillagoe: 33kms: Chillagoe Chase

## **6. Race Rules**

The safety of competitors on the road is paramount. Drivers, runners and support crew must interpret prevailing race and traffic conditions and apply the Rules and Regulations accordingly.

6.1. Responsibility lies with each team and/or individual entrant to strictly observe all relevant road traffic legislation and QPS Events Permit conditions. Failure to observe road traffic rules may lead to a time penalty being issued or disqualification of an offending team.

- 6.2. The support vehicle/bus shall travel directly behind runners at a distance no greater than 20m to provide protection so that any overtaking vehicles can safely and efficiently pass both the support vehicle and runner together. Should a vehicle that is overtaking come between the runner and support vehicle/bus, the runner must immediately move off the road and allow the vehicle to pass.
- 6.3. The support vehicle/ bus shall keep as far as practicable to the left side of the roadway in standard race operating conditions. Participants must not be in contact with any part of the support vehicle when pushing the wheelbarrow.
- 6.4. Changes of runner can only be made from the support vehicle travelling directly behind the wheelbarrow. When carrying out a runner change the wheelbarrow can be either placed on the ground or handed over to the new runner on the move. Interchange runners cannot be dropped off ahead of the person pushing the wheelbarrow.
- 6.5. Standard traffic laws apply to race participants and passing is not permitted when the road pavement is marked with a continuous unbroken centre line. When teams encounter a continuous unbroken centre line situation a slower team must yield at the first available opportunity to allow a faster team to pass. The slower support vehicle/bus must pull completely off the road or as far as possible to the left side of the road with at least one set of wheels off the road to allow the faster team to pass without crossing outside the left traffic lane.
- 6.6. **Change of Runner** - A change of runner must be undertaken as far as practicable to the left side of the road and a safe distance out in front of the support vehicle/ bus. The support vehicle is required to slow to a rolling stop in order for the change of runner to occur. While changing runner the support vehicle/bus must not stop dramatically or drive in a manner which impedes a following runner, vehicle or oncoming traffic.
- 6.7. **Performing a Passing Manoeuvre** - The support vehicle/bus driver must communicate their intention to pass to the slower vehicle and control the actions of the team in performing the pass. The driver must assess the traffic environment ahead and behind and determine that it is safe to move into the right lane ensuring that both the runner and bus can complete the pass safely and efficiently. **A bus or runner shall not pass a team on the left-hand side. Committing an unsafe or illegal passing procedure will incur a penalty.**
- 6.8. **Submitting or Yielding to a Passing Manoeuvre** - The driver of the slower vehicle/bus must always communicate with the faster team behind to facilitate a safe efficient pass. The team being passed must submit or yield and must not speed up and 'race' the passing runner and bus. Once the pass is made the slower team should allow the faster team to establish a safe gap before resuming the chase. It is the responsibility of all teams to promote the efficient progression of traffic and the safe flow of competitors through the race. Failing to submit or yield to the pass will incur a penalty.

#### 6.9. Definitions applying to the passing manoeuvre;

- a) **Submit** – This requires the coordination of a change of runner coinciding with a pass by the faster team, the driver communicating to the team 'we will submit on the next change'. The new runner is instructed to walk or jog slowly depending on the prevailing traffic conditions. The reduced intensity intended to facilitate a safe efficient pass reducing the passing team's exposure to traffic in the right-hand traffic lane.
- b) **Yield** - Stopping completely during a change of runner to allow the faster team to pass safely and efficiently. The new runner resumes the chase once the passing manoeuvre has been completed and the faster/ passing team has established a safe gap in front. The committee recommends that the yield be used in most circumstances. The minimum time for this stop is 30 seconds.
- c) All passing manoeuvres must be undertaken with the slower team either submitting or yielding. It is the responsibility of the slower team to ensure the correct action is employed.

**APPENDIX (A) passing guidelines attached to the Rules and Regulations provides further guidelines for the safe execution of the passing manoeuvre and further outlines the obligations of teams involved.**

6.10. Teams are permitted time-out stops under the following circumstances; time-outs will commence when the wheelbarrow is stopped on the side of the road and apply for the duration of the stop until running resumes. The minimum duration of the stop will be 30 seconds.

- a) Unsafe traffic environment or congestion - assessed accordingly
- b) Medical - only if a runner, marshal or driver is injured or sick and requires professional treatment or assistance
- c) Toilet stop - only applying to the driver or marshal requiring a toilet stop
- d) Breakdown - bus requires professional help or wheelbarrow malfunctions
- e) Safety yield - to allow a multiple pass by race competitors or an overtake in a continuous unbroken centre line situation to facilitate race progress.

Teams need to accept that minor delays will occur in certain circumstances and that there is no such thing as an uninterrupted run in the wheelbarrow race. Congestion and interruptions can be unavoidable in certain circumstances. Teams are allowed a maximum of 20 time-outs per stage. Social teams are entitled to unlimited time-outs, however the committee recommends that they limit them.

6.11. Overtaking on bridges or in other tight situations is to be in accordance with traffic legislation and only undertaken when it is safe to do so.

**6.12.** For a participant to either board or disembark a support vehicle/bus, it must have slowed to a rolling stop for a change of runner in race conditions, or be stationary on the road verge for a time-out or stop, with its hazard lights flashing.

**6.13.** Mandatory safety equipment for support vehicles/buses;

- a) An amber flashing light attached to the roof - generally with a magnetic base, 12 or 14 volt depending on the vehicle's electrical system, usually purchased from an auto or electronics store.
- b) A working UHF CB Radio - to remain on **Channel 10** for communication with other teams and the Chief Marshal.

**6.14. Stage / Day 2:** A scheduled 20 minute minimum stop in Petford is compulsory for all teams. The stop is optional for solo, duo or trio competitors. Petford is the half-way point of the stage.

**6.15. Controlled road sections.** If traffic control is in place due to a section of a stage being identified as a potential problem area, teams will be regulated through the controlled road section.

- a) Competitors must stay in the race dedicated left lane defined by traffic cones
- b) Teams/buses are not permitted to cross into the right traffic lane for any reason
- c) Slower teams must utilise driveway accesses and road verges to yield and allow faster teams opportunity to pass to preserve race integrity
- d) Under no circumstances are teams permitted to use the right lane to pass

## **7. Race Categories**

**7.1.** Solo, duo and trio competitors are permitted safety time-outs to relieve or avoid traffic congestion and toilet stop time-outs for drivers and marshals only.

**7.2.** Solo, duo and trio categories are pure endurance events. Time-outs for fatigue management and injury treatment are not permitted. If a solo, duo or trio competitor stops for any reason other than the time-outs indicated, the elapsed time will continue to accumulate.

**7.3.** The mandatory 20-minute stop for teams at Petford on day 2 is optional for solo, duo and trio competitors.

### **Individual Categories**

- a) Solo Male      A single male competitor
- b) Solo Female    A single female competitor

## Team Categories

- a) Male - team with male members and including non-conforming teams
- b) Female - team with female members
- c) Mixed - both male and female members - with a minimum of four (4) female members
- d) Over 35's - combination with all members over the age of 35 years at the time of race
- e) Over 55's - any combination with all members over the age of 55 years at the time of race
- f) Corporate Services - teams will be made up of at least six persons employed at one business and four extras making up the team who have an association with the business (relative).
- g) Schools - all members of the team must be attending the same High School and aged 13 years or older.
- h) Duo - combination of two (2) runners - male, female or mixed
- i) Trio - any combination of three (3) runners - male, female or mixed
- j) Social - any combination of runners

7.4. Teams can only nominate to compete in one race category.

7.5. To compete in the over 35's and 55's category and be eligible for a prize all team members must provide proof of age with a drivers licence or birth certificate.

7.6. Teams can have a maximum of ten (10) members (registered runners to push the wheelbarrow) and the exception to this rule is the social category.

7.7. Teams can enter the race with fewer than ten (10) members. The proportionate team composition applying to categories with conformance criteria ratios of male/female or age members will remain i.e. Mixed team with eight (8) members = five (5) males and three (3) females. If a team is unsure whether they conform to criteria they can seek clarification from the committee.

7.8. The social category is designed for teams that do the race to fundraise and for the challenge of saying they competed in the Great Wheelbarrow Race. While they will be timed, social category teams are considered non-competitive and are ineligible to win any of the other categories. Once entered in the social category teams cannot change classification mid race.

## 8. Penalties for breaching safety rules and regulations

8.1. Runner with Wheelbarrow passing on left-hand side of a support vehicle/bus.

- 1st offence - up to 20-minute time penalty
- 2nd offence - immediate expulsion from that day's racing
- 3rd offence - team disqualified from the race



This offence is committed while trailing an opposing bus or support vehicle or performing an illegal passing manoeuvre on the inside of a bus along the road verge.

**8.2. Runner with Wheelbarrow separated from their support vehicle / bus by another vehicle**

- 1st offence - up to 20-minute time penalty
- 2nd offence - immediate expulsion from that day's racing
- 3rd offence - team disqualified from the race

This penalty applies to a runner passing without consideration of their support vehicle being able to pass safely. The runner causes themselves to be isolated and unprotected in front of an opposing bus.

**Or**

This penalty applies to a slower team for not yielding or submitting to the passing manoeuvre and effectively 'racing' the passing wheelbarrow causing the passing runner to be separated from their bus compromising the runner's protection and not facilitating a safe pass.

**8.3.** A slower team failing to submit or yield to promote a safe pass by a clearly faster team can occur up to 20-minutes per breach. Teams using blocking or stalling behaviour is not in the spirit of the race and can create congestion.

**8.4. The official support vehicle/ bus traveling in tandem with an additional support vehicle/s**

- 1st offence - up to 20-minute time penalty
- 2nd offence - immediate expulsion from that day's racing
- 3rd offence - team disqualified from the race

This offence occurs when a team does not attempt to pull-over or overtake to clear the way to promote race and traffic progression, which impedes race progress and breaches QPS permit conditions and race rules.

**8.5. The official support vehicle/bus travelling across the centre line into oncoming lane during normal racing (not overtaking)**

- 1st offence - up to 20-minutes per offence
- Repeat Offender - at discretion of Chief Marshal which includes disqualification from day's racing.

**8.6.** Anti-social behaviour towards other teams, marshals or officials can occur up to 20 minutes per breach. Continual behavioural breaches can result in a team being disqualified from the race.

**8.7.** Time penalties, expulsions and disqualifications apply to the team and not individuals.

**8.8.** Marshals will monitor the actions of teams and report alleged breaches and race incidents to the Chief Marshal for consideration. The power to issue a time penalty or to disqualify a team and/or individual participant is vested with the disputes committee. A decision to issue a

time penalty or disqualify participants can be appealed through the disputes committee after the initial result has been conveyed by the Chief Marshal.

**8.9.** The decision of the disputes committee will be final and binding.

**8.10.** Should an individual or team be expelled or disqualified from the race they will be automatically excluded from future races. Offending teams or individuals may be required to show-cause why the committee should accept subsequent nominations to enter the event.  
**Acceptance of individual and/or team nominations is at the discretion of the committee.**

## **9. Disputes Committee**

**9.1.** The disputes committee will consist of three (3) persons appointed by the committee, including the Chief Marshal, committee chair and committee competitors' representative.

**9.2.** Disputes and breaches of the Rules and Regulations shall be recorded by attending marshal and reported to the Chief Marshal as soon as possible or on the completion of that team's day of racing.

**9.3.** Any breach or dispute must be reported to the Chief Marshal on the day that it occurred.

**9.4.** If possible, the Chief Marshal can record and resolve the dispute prior to it being referred to the disputes committee at their discretion.

**9.5.** Two representatives of each team subject to the dispute and the relevant marshals may be present during submission, consideration and resolution of the dispute.

**9.6.** The disputes committee has the absolute right to issue any penalty or disqualification in the enforcement of the race rules and regulations.

**9.7.** The findings of the disputes committee and subsequent penalty imposed are absolute.

## **10. Chief Timekeeper**

**10.1.** The Chief Timekeeper is charged with recording individual race times based on exact start and finish times validated by the official race clock.

**10.2.** Marshals will immediately report to the Chief Timekeeper at the end of each stage with the team's unofficial timesheet listing accumulated timeouts. Teams approved timeouts to be deducted from the official elapsed time.

**10.3.** The marshals unofficial elapsed time will be used by the Chief Timekeeper to cross check and verify that no gross errors have occurred calculating official team times for each stage.

**10.4.** The elapsed time recorded by the Chief Timekeeper will be official. Teams can challenge the Chief Timekeeper's ruling on appeal through the disputes committee. The disputes committee decision is final and binding.

## **11. Race stages completion timeframes**

**11.1.** Each of the three (3) stages has a designated timeframe in which race competitors are allowed to remain on the road. The Event Permit stipulates that the race is conducted in daylight hours. Expected timeframes for each stage of the race will be made available prior to the race briefing or via the event websites.

**11.2.** For safety reasons, all participants must be off the road by 5.30pm at the very latest. An extension of time is at the discretion of the Chief Marshal.

**11.3.** The designated timeframes consider staggered starting arrangements, and the committee believes they provide all teams with the opportunity to complete each race stage within the allowed time.

**11.4.** Once the official finishing time for the stage has been reached, a team and/or individual participant must cease racing and move off the road even if they have not reached the finish line. In this situation, teams or individual participants will be collected and delivered to the finish line or given further operating instructions by the Chief Marshal.

**11.5.** If a team or individual fails to complete a stage in the allotted timeframe, their involvement in the race ceases and they will not be allowed to compete in subsequent stages of the race, at the discretion of the committee.

## **12. Marshals**

**12.1.** Teams may be allocated a different marshal for each day of the race at the committee's discretion.

**12.2.** Marshals are required to carry a copy and be conversant with the Rules and Regulations to adjudicate and monitor the actions of competitors during the race.

**12.3.** Marshals record the unofficial elapsed time taken from their own timepiece. The unofficial time is recorded as a precaution for the Chief Timekeeper to cross-check against the official elapsed time.

**12.4.** At the end of each stage, Marshals will immediately report to the Chief Timekeeper with the timesheet listing accumulated time-out stops recorded. It is the duty of the Team Captain to ensure the Marshal has handed in the time/incident sheet at the conclusion of each stage otherwise accumulated time will not be accepted.

12.5. Marshals must record any alleged rule breaches or incidences that occur during the day's racing and immediately report them to the Chief Marshal at the end of each stage.

12.6. The Marshal must be able to see the runner and wheelbarrow at all times.

12.7. Marshals are permitted to leave the support vehicle and walk in front of the vehicle but behind the competitor if it is safe to do so. Marshals are not permitted to walk or run alongside the person pushing the wheelbarrow unless they have a dual role of marshal and support person with solo, duo or trio competitors.

### **13. Support**

Additional support vehicles are NOT to follow a team or team bus at any stage of the race. The support vehicles must be able to legally carry all team members plus one (marshal).

It is recommended that the support vehicle / bus;

- a) Carry enough food and water to sustain and hydrate all members of the team.
- b) Have a basic first aid kit to treat blisters, heat rashes, sprains and abrasions etc. That consists of but not limited to;
  - I. Pad pressure bandages
  - II. Triangular bandages
  - III. Bandages
  - IV. Chemical cold packs
  - V. Saline irrigation
  - VI. Band aids

### **14. Medical**

- a) All participants must supply an emergency contact on the participation registration form in the event they are hurt and need medical attention.
- b) All participants must inform their team captain of any pre-existing medical conditions (i.e. recent surgery or injury, diabetes, heart or respiratory conditions).

### **15. Prize Money**

Prize money is allocated to teams who finish the race first in their respective category with the quickest time. In the situation where there are no finishers in a category, prize money will be retained.

- Winner of each category \$250
- Overall winner \$500; Second \$300; Third \$150

## 16. Fundraising

While the race provides a platform for teams and individuals to fundraise for their chosen charity or cause, the Wheelbarrow Race committee does not administer or accept responsibility for any fundraising that may occur under the banner of the Great Wheelbarrow Race.

## 17. The Wheelbarrow

- a) Wheelbarrows will be supplied for the race.
- b) Wheelbarrows will travel empty, and modifications are not permitted.
- c) Wheelbarrows must be pushed by hand and no harness or similar devices may be used.
- d) Wheelbarrows remain the property of Mareeba Shire Council.

## 18. Awards

Acknowledgment offered to competitors and/or teams are;

1. **Best Theme Award** - Prizes will be to teams with the best/ quirkiest theme adjudicated on by an anonymous judging panel appointed by the committee. Judges will assess teams according to the following criteria:
  - a. street parade presentation, appearance/ appeal, costume, originality, vehicle decoration, music and mascot.

Any decoration of a support vehicle must not interfere with normal operations of the vehicle ensuring it can be driven safely on the road.
2. **Team Spirit Award** - Prize given to a social team who displays outstanding sportsmanship as decided by the committee.
3. **Highest Fundraising Total** - awarded to the team that raises the most money for a nominated charity and exclusively recognised as being raised in conjunction with and presented under the banner of the Wheelbarrow Race.

# APPENDIX A: PASSING GUIDELINES

The Race Committee prioritises the safety of all participants. While rules and guidelines are in place to manage risks, it is the responsibility of competitors, drivers, and support personnel to understand and comply with event regulations to ensure everyone's safety.

**All teams** are responsible for promoting efficient traffic flow and ensuring the safe movement of competitors during the event.

If a team has caught up to you, they are faster. If the faster team wants to overtake, allow them to pass safely and continue chasing. The slower team should yield or submit at the nearest safe location.

Opinions on what constitutes a safe location may vary, so trailing teams must remain patient. The final decision on when to pass (yield or submit) rests with the **driver**. Teams should establish a system of signals (e.g., support vehicle horn, whistle out the window, megaphone) to communicate with runners, alerting them when it is safe to pass or pull over as needed.

Drivers and team captains must ensure all team members and support personnel are familiar with the Race Rules and Regulations, especially those related to passing and the safe movement of race teams, support vehicles, and general traffic during the event.

Refer to **Section 4** of the Rules and Regulations QPS Special Event Permit Conditions pertaining to vehicles travelling in convoy and relieving congestion.

During the event, you may encounter congestion. Safety 'time out' stops are available to teams at any time if there are concerns about traffic, event conditions, or team safety on the road.

## Responsibilities and Rules for Performing a Pass

The driver of the slower vehicle/bus must always communicate with the faster team behind to facilitate a safe efficient pass. The **driver** assesses the traffic environment **ahead** and **behind** to determine that it is safe, and the manoeuvre can be completed safely and efficiently. Refer to section 6.8.

**A bus or runner shall not pass a team on the left-hand side.** Committing this unsafe and illegal manoeuvre will result in harsh time penalties.

**Rule 6.9** The driver of the slower vehicle/bus **must** always try to communicate with the faster team behind to help facilitate a safe efficient pass. The team being passed **must** submit **or** yield, they **must not** speed up or race the passing runner. Once the pass is made the slower team **shall** allow the passing team to establish a safe gap before resuming the race. Continual refusal to yield or submit may incur a penalty. **Ultimately the vehicle/bus driver has the final say on when the passing manoeuvre occurs.**

## Passing Protocols

Faster race teams approaching a slower team should make radio contact to advise their intention to pass at the first available opportunity. Teams being overtaken must acknowledge and maintain radio

contact with the trailing team, preparing to allow a safe passing manoeuvre. This may require slower runners to jog or walk, allowing the passing team to clear and move ahead safely.

The runner from the slower team must not race or sprint ahead and separate from their bus while being passed by a faster team; penalties will apply.

The passing team should nominate a faster runner to complete the pass, minimising the time both the runner and support vehicle are exposed on the right-hand (wrong) side of the road.

The Committee recommends that slower teams pull over and stop to allow faster teams to pass.

### **Vehicle Convoys Passing to Relieve Congestion**

When you encounter a line of stacked teams/convoy, you MUST:

- Fall into line and adjust your speed to match the pace of the lead team.
- Take the time to assess what the teams are doing (e.g., is the lead team the slowest, with others waiting for the opportunity to overtake?). This should take a minimum of 30 seconds.
- Under NO circumstances should a team overtake multiple teams from the rear of a race convoy. Teams must be patient and allow the lead teams to create separation through legal passing manoeuvres.

### **Example of a Race Situation**

When a faster team approaches a team that is trailing another team in convoy, they must slow down and take time to assess the capabilities of each lead team, likely outcomes, and establish a passing order. The second team must be allowed to shuffle and clear the slower lead vehicle first before the rear team advances.

Once the faster teams in the middle of the convoy have passed the slower lead vehicle, they will be given sufficient time to create space between teams. Once space is created, the quicker team at the rear can begin their passing manoeuvre and systematically 'leapfrog' slower teams. The faster team at the rear may choose to implement a safety time out for congestion, allowing the convoy of slower teams to shuffle and create space for singular 'leapfrog' passing.

The Committee recommends that slower teams yield for a safety time out to allow the faster team to advance and pass a convoy of race teams unimpeded. The yielded teams will then recommence racing, with the faster teams moving off first, using the safety yield to facilitate the safe and efficient shuffle of the race order from fastest to slowest, thus alleviating congestion.

Under no circumstances will any team pass more than one team or multiple race participants without sufficient room between each bus/support vehicle to safely return to the left-hand lane if required. Time penalties will be applied to teams performing what the committee deems to be unsafe passing manoeuvres that infringe upon the passing rules and guidelines specified.

The committee reserves the right to amend the rules and regulations at any time.

*Reviewed: February 2025*