

**MOTORCYCLE & QUAD  
OFF ROAD RACING REGULATIONS APPLICABLE  
TO ALL EVENTS**

**As of 22/02/2016**

Regional and Club category specific regulations may not be in conflict with National SSR's. In the case of any dispute, the National SSR's will take precedence.

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SSR:

321 **CONDITIONS OF AND AIM OF THE SOUTH AFRICAN OFF ROAD MOTORCYCLE AND QUAD CHAMPIONSHIP**

For a championship to be declared there must be *minimum of 10 riders* per national class calculated over the total number of rounds in the championship need to participate. ***This requirement needs to be achieved at not less than 80% of the events run (i.e. 5 of the 6 scheduled rounds).***

All entries must appear on the result sheets.

The National off-road championship will comprise of **Six (6)** events with the best six (6) results to count towards the Championship.

Competitors may only score in one national or inter provisional challenge class at an event. Where national events include a regional event, competitors competing in both national and regional events may only score in one national class and one regional class.

Competitors entering an additional Class as permitted above may be liable for an additional entry fee as stipulated in SSR 326.

a) **MOTORCYCLES**

- i) To declare South African Off Road Motorcycle National Champions in the **85cc Senior, OR1 (Open), OR2 (200cc), OR3 (200cc), Class D (125cc), Senior, Master, Ladies** and High School Classes.
- ii) To declare the South African Manufacturers Champion.
- iii) To announce winners in the Silver **Inter Provincial** Challenge **class**. Silver Challenge winners may not re-compete in the class, and winners of the previous year's Silver **Inter Provincial** Challenge **Class** will be entitled to free entries in a National class in the next year.

b) **QUADS**

- i) To declare South African Quad Champions in the Q1 **(450cc), QLadies** and **QMasters** Classes.
- ii) To declare the South African Manufacturers Champion.
- iii) To announce a winner in the Silver **Inter Provincial** Challenge **class**. Silver **Inter Provincial** Challenge winners may not re-compete in the class, and winners of the previous year's Silver **Inter Provincial** Challenge will be entitled to free entries in a National class in the next year.

322 **SCORING**

a) **Points Scoring for Competitors and Manufacturers**

Points Allocation – All Events				
1 <sup>st</sup> – 25	2 <sup>nd</sup> – 22	3 <sup>rd</sup> – 20	4 <sup>th</sup> – 18	5 <sup>th</sup> – 16
6 <sup>th</sup> – 15	7 <sup>th</sup> – 14	8 <sup>th</sup> – 13	9 <sup>th</sup> – 12	10 <sup>th</sup> – 11
11 <sup>th</sup> – 10	12 <sup>th</sup> – 9	13 <sup>th</sup> – 8	14 <sup>th</sup> – 7	15 <sup>th</sup> – 6
16 <sup>th</sup> – 5	17 <sup>th</sup> – 4	18 <sup>th</sup> – 3	19 <sup>th</sup> – 2	20 <sup>th</sup> – 1

The above-mentioned scoring system will apply to the overall as well as to each classes' scoring.

b) **Separation of ties**

In the case of a tie at the end of the season, the competitor with the greatest number of class wins will be declared the winner. If this does not resolve the tie, then the greatest number of seconds will count, failing then thirds and so forth. If this is still ineffective, MSA Off Road Commission will declare the winner on such basis, as it deems fit.

323 **CLASSIFICATION & TIME BAR**

a) **CLASSIFICATION**

To be classified as a finisher of an event a competitor must complete the allocated distance for the class before the time bar. The competitor with the least total time including any penalties in each class and overall will be declared the class & overall winners of the event (for motorcycles & quads respectively).

b) **CESSATION OF RACING**

The Clerk of the Course and Stewards have the right to call a halt to an event due to "force majeure" for any of the following, but not limited to, reasons:

- i) Extreme weather conditions
  - ii) Serious or fatal accident
  - iii) Sections of the route being deemed impassable owing to recent extreme weather or other unforeseen circumstances.
  - iv) Dangerous circumstances for riders involving spectators or bystanders.
  - v) Any other circumstances which the Clerk of the Course, in his sole discretion, deems to be dangerous or prejudicial to competitors.
  - vi) In the event of an event being halted as above or for any other reason, the Clerk of the Course will inform all marshal points to stop competitors. The riders will be scored back to the last timing point they passed before the event was stopped.
- c) **RACE STOPPED PREMATURELY**  
Once started a race will not, except for the reasons stated above, be halted. If a race is stopped before the leading competitor has reached half distance, it will be declared invalid and no points will be awarded. If the leading competitor has reached at least half distance the race shall be declared finished and points awarded.
- d) **TIME BAR**  
The time bar for either quads or motorcycles must allow for the delay in starting times between them. A fixed time will be published in the SR's. Time bars on the route will be advised in the final instruction or by official notice. The Clerk of the Course may at his discretion extend or amend the time bars as advised in the SR's on the day should circumstances dictate. In determining time bars, organisers should set the time bars on safety & organisational deadlines rather than intending them to be punitive.

### 324 AWARDS

Classes: 1<sup>st</sup> to 3<sup>rd</sup> in each class  
Last Finisher  
First Club member of the Organising Club

Points will be awarded to the top finishing motorcycle/quad of each manufacturer from each of the Championship classes aggregated, if a class does not qualify at the event that class will be omitted from the scoring. Obtaining the best result in each event will count towards the final classification.

Finishers Badges must be awarded to all finishers.

All awards will be distributed at prize giving. Competitors who do not attend the prize giving to receive their prizes/awards will forfeit them unless they have informed the Clerk of the Course in writing and received his permission to be absent from the function. Organizers reserve the right not to award finishers badges to competitors who fail to hand in an Event Evaluation Report Form.

### 325 ELIGIBILITY OF COMPETITORS

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

- a) All Entrants and Riders must hold a valid current competition licence applicable to the status of the event.
- b) Novice/Silver **Inter Provincial Challenge** Class competitors may participate at national events on a Regional licence. National license holders may enter silver **Inter Provincial challenge class**, however may not ride any national championship class at the same event. Also see point d) for machine capacities / age restrictions on Silver **Inter Provincial Challenge** Class.
- c) All competitors at Senior national and regional level are eligible to compete in the year of their 15<sup>th</sup> birthday (**except for the 85cc Senior Class**)
- d) Competitors under the age of 18 years will be restricted to the following classes / machine capacities at all events (**except for the 85cc Senior Class**)  
Quad competitors on maximum 451cc 4 stroke or 300c 2-stroke  
Motorcycles: OR3 (**200cc**), **Class D (125cc)**, Ladies, High School Class or Silver **inter Provincial** challenge class on Maximum 201cc 2-stroke motorcycles or 251cc 4 stroke.

### 326 ENTRIES

The maximum entry fees for National events are **R1300.00 incl. VAT**, including **all levies and Timing services** charges. For National events; the late entry fee will be an additional **R200**. For National events that are combined with regional/club events, the additional fee for any other championships will be **R200** over and above the national fee. All competitors must have submitted properly completed and signed entry forms. Entries received without the appropriate entry fee stated in the regulations will be invalid. Entries will close **three (3)** days before the event in the case of National events. Late entries will be accepted at the discretion of the organisers; however the conditions of late entry must be written in the Supplementary Regulations and be adhered to.

Entry Fees include the MSA levies on entries as well as Commission levies detailed below:

National competitor	R45.00 per competitor
Regional competitor	R30.00 per competitor
Club competitor	R25.00 per competitor
Junior competitor	R25.00 per competitor

**327 THE STEWARDS OF THE MEETING**

Please refer to GCR 152 & 154

**328 RESERVED**

**329 GENERAL CONDITIONS FOR ALL MOTORCYCLES AND QUADS & ESSENTIAL EQUIPMENT**

**a) All Motorcycles and Quads must:**

- i) Be fitted with ball-ended clutch and brake levers unless fitted with a suitable wrap around protector.
- ii) Be fitted with brakes operating on front and rear wheels.
- iii) Be fitted with a self-closing throttle.
- iv) Be fitted with adequate mudguards.
- v) Not have any fuel leaks.
- vi) Not discharge exhaust gasses so as to raise dust or in any way inconvenience another motorcycle/quad.
- vii) Be fitted with folding foot pegs (motorcycles only)
- viii) Must comply with the following articles of the FIM Technical Rule for General & Enduro Section: 01.31 EXHAUST PIPES 01.79 SOUND CONTROL and testing may be carried out in accordance 01.80 GUIDELINES FOR USE OF SOUND LEVEL METERS.  
These articles can be accessed on the FIM website <http://www.fim.ch/en/>  
The maximum allowed decibel reading is 112 dB/A measured with the "2 metre max" method for motorcycle & quad categories.
- ix) Must display advertising decals supplied by the overall championship sponsor/s and/or individual event sponsor/s which makes it a condition of entry to display the sponsor's advertising material). These decals must be displayed as per the Organisers instructions. Refer to GCR 246 (iii). This advertising must 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 Quads the stickers must 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, until they comply, No time allowance will be given to comply.

**All Quads must:**

- i) Be fitted with "nerf" bars, which are to extend to at least the centre line of the rear wheel and must be fitted with a means, which does not allow the rider's foot to touch the ground e.g. netting.
  - ii) Be fitted with a "Dead Man" kill switch, which must be attached to the rider at all times whilst operating the quad.
  - iii) Be fitted with a visible rear facing permanent yellow light on the rear of the quad and be connected directly to the starter/battery with no auxiliary isolator switch and must be permanently wired in order that the yellow light be on. This light will only be checked for functionality at the start of the event. Quads in contravention of this ruling will not be permitted to start the event.
- b) Competitors may display their own sponsor's decals and logos on their clothing and 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.
- c) **All Riders must carry, at all times whilst racing, a First Aid Kit as detailed below:**
- 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  
 4 x Neat seal type plasters (2 x large, 2 x small)  
 1 x Piece cotton wool  
 4 x Pain Killers  
 1 x Tube of burn ointment  
 Surgical gloves  
 CPR device recommended

Each competitor will be issued with a helmet medical information sticker which must be completed and attached to the riders helmet.

- d) Each competitor will be issued with a route check control card or helmet sticker at documentation. This card will be marked at various stages of the event to confirm passage through various route check controls. Only officials have the right to mark this card in any way. Competitors must carry this card with them at all times when racing.
- e) Every competitor must carry a minimum of one litre of drinking fluid per person.
- f) All competitors are to carry 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.
- g) All motorcycle/quad competitors must wear suitable protective clothing, with a minimum standard of gloves, upper body armor, motocross type pants and motocross type boots reaching above the calf. Competitors without suitable protective clothing may not be permitted to start an event. Only motocross full-face type helmets will be allowed and is compulsory to be worn at all races. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin-strap type retention system and be undamaged, and no alteration must have been made to the construction. Only helmets carrying ECE or SABS approved helmets will be allowed.

### 330 NUMBERS & BACKGROUND COLOURS

- a) All competitors must have a MSA issued number. To obtain an annual racing number the following information to be on hand when applying for your number; this is applicable to National, Regional, Club and Junior licence holders: Licence number and status / Category (Motorcycle or Quad) / Class / Cell number / E-mail address / ID Number. Contact Carmen Hill at MSA Offices Tel No: (011) 675-2220; Fax No: (011) 675 2219 or email on [carmen@motorsport.co.za](mailto:carmen@motorsport.co.za). Competitors are specifically requested to have the above information to hand for prompt number issue.
- b) Competitor numbers are allocated at the beginning of every racing season/year and are issued on a "first come, first serve basis".
- c) All motorcycles and quads must bear MSA allocated competition numbers on the front (facing forward), left and right hand side of the motorcycle and on front and rear (facing backward) of quads. All national, regional and club license holders will be allocated a permanent number to be used throughout the season. These numbers take preference over any other number which might be issued by an organiser and no organiser has the right to request that any such appropriately issued number be changed.
- d) National motorcycle and quad **numbers** will be allocated **in order of the points scored** for Off Road, as follows:  
**OR1: 1 – 9 / OR2: 1 – 9 / OR3: 1 – 9 / High School: 1 – 9 / Seniors: 1 – 9 / Masters: 1 – 9 / Q1: 1 – 9 / QMasters: 1 - 9**
  - i) National and Regional competitors may pre-book a number as from 01 December **2015** only provided that payment for the **2016** licence is paid in full. Thereafter numbers will be allocated on a first come first served basis. Numbers will start at 21 up to 999 **for Motorcycles, and L21 up to L999 for Quads**, and no prefix will be required **by Regional competitors**.
  - ii) Club license holders will be allocated numbers, whereby the following prefix will apply and will start at C1 up to C999 and thereafter CC1 to CC99, CD and CF etc. which will be applicable to motorcycle club licence holders, quads will be CL.
  - iii) The size of the letter prefix for all club and quad numbers is to be the same size as the numbers and should be placed in line with the numbers and be of the same colour.
- e) Where a competitor competes in both Off Road and Enduro's he may compete on an allocated Enduro number and may not be forced by an organiser to change this number, if he however competes at an Off Road event he must ensure that he carries the prefix "E" in front of his number which must be the same size as the numbers.
- f) Juniors aged 16/17 who participate at senior Regional and Silver **Inter Provincial** Challenge events can enter these events on their current junior race number, the prefix "J" in front of the number which must be the same size as the numbers. Should these competitors wish to have an additional senior race number these can be obtained from MSA.

- g) The following colour coded backgrounds and coloured numbers will be applicable for the relevant classes at all Off Road events:

<b>MOTORCYCLE CLASS</b>	<b>STATUS (Licence)</b>	<b>NUMBER COLOURS</b>	<b>BACKGROUND COLOUR</b>
85cc Senior	Nat / Reg / Club	White	Navy Blue
OR3	Nat / Reg / Club	White	Green
OR2	Nat / Reg / Club	Black	White
OR1	Nat / Reg / Club	White	Black
<b>Class D (125cc)</b>	<b>Nat / Reg / Club</b>	<b>Green</b>	<b>White</b>
Seniors	Nat / Reg / Club	Red	White
Masters	Nat / Reg / Club	White	Red
High School	Nat / Reg / Club	Navy Blue	White
Ladies	Nat / Reg / Club	Black	Pink
Club & Silver Inter Provincial Challenge	Club	Black	Yellow
<b>QUAD CLASS</b>	<b>STATUS (Licence)</b>	<b>NUMBER COLOURS</b>	<b>BACKGROUND COLOUR</b>
Q1	Nat / Reg / Club	White	Navy Blue
Q2	Reg / Club	Black	White
Seniors	Reg / Club	Red	White
Masters	Nat / Reg / Club	White	Red
High School	Reg / Club	Navy Blue	White
Ladies	Nat / Reg / Club	Black	Pink
Club & Silver Inter Provincial Challenge	Club	Black	Yellow

**NOTE: Competitors with incorrect numbering/colouring will not be permitted to start an event.**

- i) **Number boards and size of numbers:**

The required minimum size of number boards are as follows:

Quads: Front 180 x 180, Rear 200 x 200 mm

Motorcycles: Front & Side 210 x150 mm (Width & Height).

Size of numbers must cover 80% of the board size. Competitors are reminded that it is in their own interest to, where possible, make number boards bigger than the required minimum. Any competitor whose motorcycle/quad cannot comply with the above stated minimum sizes can apply to the Clerk of the Course who will make a decision entirely based on visibility and practicality

Furthermore, all quad riders must display their racing numbers on the rear of their shirts or chest protectors, failing which they must wear bibs with their race number displayed on the bib. This is over and above race numbers being displayed on the quad. Riders whose numbers are illegible or quad riders who do not have numbers displayed on their shirt, chest protector or bibs will not be permitted to start an event. These numbers must be at least the same size or bigger than numbers on number board.

### 331 CLASSIFICATION AND SPECIFICATIONS FOR OFF ROAD MOTORCYCLES FOR ALL EVENTS:

- a) **Senior 85cc motorcycles -**  
**Open to competitors from the year of their 13<sup>th</sup> birthday, to 31<sup>st</sup> December of the year in which their 16<sup>th</sup> birthday occurs**  
**The maximum permissible capacity is 105cc 2-stroke or 150cc 4-stroke. The 105cc 2 stroke will be phased out for 2016 when only 85cc 2 stroke will be allowed. Chassis suspension and engine modifications unrestricted. (Minimum wheel size 14" rear 17" front, Maximum 16" rear and 19" front).**
- b) **OR3 Class:**  
 Two stroke motorcycles with an engine capacity not exceeding 201cc and four stroke motorcycles with an engine capacity not exceeding 251cc. **Open to competitors from the year of their 16<sup>th</sup> birthday and older. Read in conjunction with SSR 325(d).**
- c) **OR2 Class:**  
 Two stroke motorcycles with an engine capacity greater than 201 cc but not exceeding 251cc and four stroke motorcycles with an engine capacity greater than 251 cc but not exceeding 401cc. **Open to competitors from the year of their 18<sup>th</sup> birthday and older.**

- d) **OR1 Class:**  
Two stroke motorcycles with an engine capacity in excess of 251cc and four stroke motorcycles with an engine capacity in excess of 401cc. **Open to competitors from the year of their 18<sup>th</sup> birthday and older.**
- e) **Class D (125cc)**  
**Open to competitors from the year of their 14<sup>th</sup> birthday, and restricted to motorcycles with an engine capacity not exceeding 125cc 2 stroke. Read in conjunction with SSR 325(d).**
- f) **Senior Class**  
**Open to competitors from the year of their 38<sup>th</sup> birthday and older.**  
Any capacity motorcycle may be used.
- g) **Master Class:**  
**Open to competitors from the year of their 46<sup>th</sup> birthday and older.**  
Any capacity motorcycle may be used.
- h) **High School Class**  
**Open to competitors from the year of their 15<sup>th</sup> birthday, to 31 December of the year in which their 17<sup>th</sup> birthday occurs** and restricted to motorcycles with an engine capacity not exceeding 201cc two stroke or four stroke with an engine capacity not exceeding 251cc. **Read in conjunction with SSR 325(d).**
- i) **Silver Inter Provincial Challenge Class:**  
Any capacity motorcycle. **Open to competitors from the year of their 16<sup>th</sup> birthday and older. Read in conjunction with SSR 325(d).**
- j) **Ladies:**  
Any capacity Bike. **Open to competitors from the year of their 16<sup>th</sup> birthday and older. Read in conjunction with SSR 325(d).**

**332 CLASSIFICATION AND SPECIFICATION FOR OFF ROAD QUADS FOR ALL EVENTS:**

- a) **Q1 Class:**  
**Open to competitors from the year of their 16<sup>th</sup> birthday and older. A maximum capacity of 450cc quad may be used. Read in conjunction with SSR 325(d).**
- b) **Q2 Class:**  
**Open to competitors from the year of their 19<sup>th</sup> birthday. Any capacity quad may be used larger than 450cc. Read in conjunction with SSR 325(d).**
- c) **QLadies:**  
Any capacity quad. **Open to competitors from the year of their 16<sup>th</sup> birthday and older. Read in conjunction with SSR 325(d).**
- d) **QMaster Class:**  
**Open to competitors from the year of their 40<sup>th</sup> birthday and older.** Any capacity quad may be used.
- e) **Silver Inter Provincial Challenge Class**  
Any capacity quad. **Open to competitors from the year of their 16<sup>th</sup> birthday and older. Read in conjunction with SSR 325(d).**

**333 KTM FREERIDE**

The Freeride 250 (although a 2-stroke) shall be considered to be the same as a 200cc 2-stroke or a 250cc 4-stroke for the purposes of the regulations and the Freeride 350 shall be considered to be the same as a 250cc 4-stroke for the purposes of the regulations. It is further confirmed that these motorcycles must be raced in their standard configurations as available to the general public from an official dealer, with the following being the only permitted exceptions:

- The air filter may be changed;
- A slip-on silencer may be fitted;

- Different tyres may be used;
- Gearing may be changed via the use of different sprockets;
- The KTM-approved mapping option may be utilised on the Freeride 350.

### 334 PRE-RACE PRACTISING

Any competitor who has been found to have walked, ridden (any form of transportation) or practiced on the route at any time during the 28 days preceding the event, will be excluded. The foregoing, however, does not apply to legitimate participation in an event, which may have crossed or used roads forming part of the event's course within the last 28 days. All decisions in this respect will be adjudicated by the Clerk of the Course. Walking the start (first 300 meters or first 2 turns whichever is furthest) of an Off-road event is permitted.

### 335 RIDERS BRIEFING

Organisers must have a riders briefing between 5 and 30 minutes before the start of the race and all riders are required to attend. Any verbal instructions given by the organisers at the briefing will be binding on all competitors. Organisers must supply a PA system for rider's briefing. Instructions given at Riders Briefing may not contradict GCR's or SSR's but may amend SR's (such amendments to be notified by official bulletin as well). A written riders briefing must be available to competitors on the official notice board.

### 336 TESTING AREA

Organisers must supply a testing area to jet and test motorcycles and quads. Such area to be:

- Testing will be allowed on race day from the commencement of documentation up until 30 minutes prior to the start of the race.***
- Be at least 300m in length in a single direction with a clear return route that does not interfere with the test strip.
- Marked as per route markings and with a clear entrance, exit and directional signage.
- The jetting strip is for jetting purposes and set up only, which is considered part of the route and any competitor found to be joy-riding, performing "wheelies" or not using the jetting strip specifically for testing purposes may be removed from the strip
- A minimum of helmet and boots must be worn at all times on the jetting strip.
- Only competitors or bona-fide crew or mechanics may operate vehicles on the jetting strip. Mechanics must be aware that unless they are competitors they are not covered by MSA for accidents and the organisers or event medics are not duty bound to attend to them.

### 337 PRE-RACE / IMPOUND PADDOCK

- Competitors must present their machines and remain in a Pre-Race Paddock/Start Grid, a minimum of thirty (30) minutes prior to the start of the day's Racing Section, in starting order. The Pre-Race Paddock entry will close thirty (30) minutes prior to the start and all machines not in this paddock at this time will start at the back of the field of their particular category in order of arrival at the Pre-Race Paddock gate.
- There may be a compulsory impound paddock after completion of the day's racing. Release from this paddock if used will be subject to the discretion of the Clerk of the Course
- Impounds will be provided at the discretion of the Organisers and where circumstances require an impound, a closing and opening time will be published. While organisers must make every attempt to make the impound secure they cannot be held responsible for damage or loss.

### 338 ROUTE

- All National Championship events will :
  - Comprise of Racing Section 1 and Racing Section 2 aggregated. The route will consist of 2 or 3 loops of 55-60km.***
  - Should the route consist of 2 loops Bikes and Quads will alternate after completing 3 loops in the sequence determined by the SR's.***
  - Should the route consist of 3 loops Bikes and Quads will change after completing 2 loops in the sequence determined by the SR's.***
  - Racing Section 1 (Time Trial) which will be between 55-60km.***



v) **Racing Section 2 will be between 55-60km:**

1. **Bikes OR1 – 5 loops**
2. **Bikes OR2 – 5 loops**
3. **Bikes OR3 – 5 loops**
4. **Bikes Senior – 5 loops**
5. **Bikes Master – 4 loops**
6. **Bikes Ladies – 4 loops**
7. **Bikes Silver – 4 loops**
8. **Bikes High School – 3 loops**
9. **Quads Q1 – 5 loops**
10. **Quads Q2 – 5 loops**
11. **Quads Senior – 5 loops**
12. **Quads Ladies – 4 loops**
13. **Quads Silver – 4 loops**
14. **Quads Master – 3 loops**
15. **Quads High School – 3 loops**

vi) **Reserved**

vii) **Reserved**

viii) **Reserved**

- b) Organizers will with the issue of supplementary regulations for the events, advise competitors of the intended route layout and estimated average speed for the leaders. No motor vehicles will compete in the same race at events with quads and motorcycles unless completely separate and different routes with no common sections.
- c) All events must have a wide track available for at least the first 200m to allow for abreast starting.
- d) The route should be planned in such a way that the average speed of the leader will be suitable to the event and dependent on the terrain.

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#### **STARTING ORDER**

- a) **Racing Section 1 (Time Trial) is compulsory for ALL National Classes. The penalty for not starting/finishing racing section 1 will be 15 minutes over and above the slowest time per category. Timebar for finishing racing section 1 will be 2 hours from the close of the racing section one time window. Competitors that did not finish Racing Section 1 will be allowed to start Racing Section 2. There will be NO recoveries between Racing Section 1 and the commencement of Racing Section 2. Classes not competing in racing section one, will start in championship order. (Regional and then Club championships)**
- b) **Racing Section 2: National Motorcycle and Quad competitors shall be started separately and according to times attained in Racing Section 1. National competitors who have completed Racing Section 1 within 10 minutes of the leader shall be started in the time elapsed behind the leader. Competitors achieving identical times will be started abreast at exactly the same time. Competitors finishing Racing Section 1 more than 10 minutes after the leading category competitor must be started in the remaining finishing order with dust gaps.**
- c) **Reserved**

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#### **ROUTE MARKING**

Route marking must adhere to the following minimum standards:

- a) All route marking must be done with red or orange “Day-Glo” markers or red spray painted arrows or non-directional “Day-Glo” paint spots. One colour must be used for the entire event unless exceptional circumstances dictate otherwise.
- b) Each marker must present a “face” of approximately 100mm x 100mm to competitors.
- c) Confirmation marking must only be placed on the left hand side of the track except where a turn is indicated where the following will apply:
- i) Track turning to the left – two markers one above one another, with a gap not exceeding 10cm, will be placed on the left hand side of the track 100m before the left hand turn, or a visible directional arrow may be placed. Another double marker or arrow will be placed within 10m of the turn. This must be followed by a single confirmation marker on the left-hand side of the track within sight of the intersection. **Turning inside any of these double markers by any distance will be deemed as a deviation. Refer SSR 352 e) vi).**
  - ii) Track turning to the right – As above, except that the double markers or arrows must be placed on the right hand side of the track the same distances before the turn,

- iii) Track turning with a sharp U-turn – In addition to the marking required above a second set of double markers must be placed on the turn itself i.e. there should be four markers on the turn.
- d) Single confirmation markers: These must be placed at regular intervals along the left-hand side of the route, at a maximum of 500m intervals. If the route is not obvious, confirmation markers must be placed within sight of one another. If routes run close together or in opposite directions, a marshal and/or bunting is required.
- e) Danger markings should be used where an extreme change in terrain takes place.
- f) Danger boards OR "Xmas Trees" made from barrier tape or Day-Glo stickers (in addition to the required "danger" board) may be placed at the actual danger point.
- g) Where the route comes to a T-Junction at which there is barbed wire or game fencing this fencing should be clearly marked with barrier tape, wrapped in an arrow shape, indicating the direction of the turn. On sections where there is any possibility that dust may obscure these markings, such T-junction must be treated as a danger section and marked with danger boards.
- h) Where the obvious road is not a continuation of the route, green "no go" marking must be introduced. Green Day-Glo with a black cross or green cross if painted must be used in order to help competitors suffering from colour blindness.
- i) When laying out the route the organisers should be conscious of providing ample overtaking opportunities.
- j) The first 50m from the start and the last 50m to the finish are to be bunted / fenced off to keep spectators off the route. Marshals are to be present at the start/finish to ensure good crowd control.
- k) Where the terrain does not allow for the above type of marking (e.g. rocky, mountainous terrain devoid of vegetation) the route may be marked with painted "Day-Glo" directional arrows and non-directional "Day-Glo" paint spots on to fixed objects with a minimum size of 100x100mm. Only biodegradable paints are allowed.
- l) Marshals may not be used to provide directions and all routes must have adequate signage for competitors. The onus rests with a competitor to locate the correct route through signage.

#### 341 PUBLIC ROADS AND ROAD CROSSINGS

No racing on public roads is allowed at any event, irrespective of the event's status. **Refer to GCR 243.** Racing on public roads is illegal and any organiser that orchestrates an event that makes use of public roads without adherence to all the terms of this SSR will be subject to the severest sanction by MSA. The balance of this SSR will be rigidly enforced at all levels of racing. Where written permissions are requested they will in all respects comply with **article 317** of the road traffic regulations which is stated hereunder:

- 1) *For the purposes of this regulation the expression "race or sport" includes –*
  - a) *any race, speed trial, reliability trial, hill climbing competition or sports meeting;*
  - b) *any other activity whatsoever –*
    - i) *which may constitute a source of danger to traffic; or*
    - ii) *which may hamper, impede or disrupt the normal flow of traffic.*
- 2) *No person shall organize or take part in any race or sport on a public road, unless the prior written consent of the MEC of the province concerned has been obtained or, where the race or sport will take place wholly within the area of jurisdiction of a local authority, the prior written consent of such local authority has been obtained.*
- 3) *In granting consent in terms of subregulation (2), the MEC or the local authority concerned, as the case may be, may –*
  - a) *in addition to any requirement prescribed in these regulations, impose such further conditions as he or she or it may deem expedient;*
  - b) *exempt any person concerned with the race or sport for the duration thereof –*
    - i) *from any provision of the Act regarding any speed limit or determine another speed limit for the road concerned;*
    - ii) *from any other provision of the Act or from any by-law;*
  - c) *levy fees for defraying the expenses incurred by the Provincial Administration or local authority concerned in connection with the race or sport.*
- 4) *Any consent granted in terms of subregulation (2) may be withdrawn at any time.*
- 5) *A traffic officer responsible for the safety of the public in the area where the racing or sporting event is staged or a traffic officer at the scene of the event, may immediately withdraw the*

*permission for the event or amend the conditions of the permit to ensure the safety of road user, if the staging or continuation of the event, in the traffic officer's opinion, is causing or will cause any danger or undue obstructions for other road users or any of the participants in the event.*

#### **WHERE THE ROUTE OF AN EVENT:**

##### **a) Runs along a Public Road:**

- i) A written application for closure must be lodged with the relevant authorities. Such application to disclose the nature and extent of the closure; that unlicensed vehicles will traverse such roads and the times of the closures, APPLICATION MUST BE IN FULL COMPLIANCE OF THE ROAD TRAFFIC ACT AND REGULATIONS.
- ii) That road must be closed with the appropriate written permission from the relevant authorities and manned by police officials and race marshals or as directed by the authority granting closure permission.
- iii) Stop warning signs advising of the crossing must be posted 50 metres before the crossing and a Stop sign immediately before entering a public road and where there is a possibility of two-way traffic. 100m Stop warning board may be used where competitors are travelling at high speeds and/or adequate warning is necessary. (refer to stop SSR)
- iv) The Road must be decontrolled and competitors given time allowances that will allow them to complete the section comfortably whilst obeying all normal traffic rules.
- v) Competitors must be stopped by race marshals at the beginning of the decontrol and advised verbally as well as by means of clearly visible signs that they are about to proceed on a public road. Decontrols will be run in accordance with SSR 343.
- vi) Competitors must be stopped by race marshals at the end of the decontrol and advised verbally as well as by means of clearly visible signs that the decontrol has ended.
- vii) Maps and written advice concerning the use of public roads must be posted at least on the official notice board at all times during the event and preferably in any programme or route map of the event.
- viii) Riders must be fully briefed on the number, distance and frequency of decontrolled public road sections at rider's briefing.
- ix) No organiser or any official may orchestrate events which traverse public roads without closure, permissions, decontrols, notices, briefings or marshals or compliance with granted permission from the authority.
- x) Notwithstanding anything contained within any other regulation or rule, no racing on public roads is allowed or permitted irrespective of the status of the event. No organising club, promoter, official or competitor may orchestrate, organise or participate in any event where public roads will be travelled upon, traversed or crossed without having sought and obtained the appropriate written permissions as required in the Road Traffic Act **93/1996**. Furthermore, if and when competition vehicles are required to travel on, traverse or cross any public road, such public road must be decontrolled and all the relevant provisions of the National Road Traffic Act must be fully complied with. Organisers and promoters must ensure that sufficient officials are in attendance to both monitor and control the conduct of competitors on public roads. The penalty applicable to any promoter, organiser, club or competitor who fails to comply with either the provisions of the Road Traffic Act insofar as the requisite permissions required are concerned or for a breach of the Road Traffic Act, will be the imposition of a fine in the amount of R10, 000 and/or any other sanction deemed necessary by MSA.

##### **b) Crosses but does not run along a Public Road**

- i) Appropriate written permissions must be sought and obtained from the relevant authority and organisers must comply with the conditions of permissions granted.
- ii) Stop warning signs advising of the crossing must be posted 50 metres before the crossing and a Stop sign immediately before the crossing. 100m Stop warning board may be used where competitors are travelling at high speeds and/or adequate warning is necessary.
- iii) Competent marshals must be posted at such road crossings and must be in possession of a writing pad, pen or pencil to record the race numbers of offenders.
- iv) All competitors must come to a complete standstill at the sign, the definition being that even if the wheels are no longer turning but the motorcycle or quad is still sliding this will not constitute stopping.
- v) Competitors must look both to the left and right and only once they are sure that there is no oncoming traffic, may proceed to cross the road.
- vi) No organiser or any official may orchestrate events which cross public roads without such permissions or compliance with granted permission from the authority.

##### **c) Any other Road or Railway Crossings**

All provisions of SSR 341 (b) with the exception of clauses (i) and (vi) will apply.

- d) Notwithstanding anything to the contrary and notwithstanding any other instruction it is compulsory for competitors to stop at all road crossings. The penalty will be exclusion for failure to comply. No reason for not stopping will be considered valid. The onus is on every competitor to ensure that he/she stops regardless of any instruction given by any traffic officer, marshal, official or spectator.

#### 342 ROUTE DIRECTION & DEVIATION

- a) No competitor may ride on the route in a direction which opposes the flow of competitors riding in the direction as stipulated by the organisers and by the route marking.
- b) No competitor may deviate more than 20m from the marked or defined route.
- c) Any competitor leaving the route must rejoin at the same point where he left it.

#### 343 ROUTE CONTROLS

a) **Timing Controls**

These will be identified by Stop boards and competitors will be required to stop at them. Timing will be done with timing equipment and on official digital clocks, and the competitor's time of arrival will be recorded by the official on a sequence sheet. A definitive finish line must be indicated. Where there is an overhead banner or arch, it will be deemed to be directly under this. Refer also GCR 272 (v).

b) **Route Check Controls**

There should be at least one route check control for every 60kms of route. The method of operation of these controls will be as follows:

- i) The same procedure as detailed in clause a) above will be followed, save for the electronic timing. The recording of time & sequence will only be used to determine whether the competitor has passed through the controls in the correct sequence. Competitors must obtain their proof of passage through this control from the relevant officials.

c) **Marshal Points**

Competitors sequence will be recorded through these points, but route cards will not be marked. Accordingly competitors will not be required to stop at these points.

d) **Passage through and procedure at Controls**

Competitors must approach and pass through all controls from and in the direction indicated by the route and route marking. The controlled area at all controls will be determined by single boards. The first board (M or 50m stop) will delimit the start of the control area. The second board will be a stop sign where the competitor will be required to stop and will delimit the end of the control area. No overtaking is permitted within the controlled area. When a competitor is stopped at a control official and another competitor approaches, the second competitor may not pull up alongside the stationary competitor, but should wait for the official to complete all formalities with the first competitor. No waiting time will be allowed. Above excludes the Pit lane.

e) **Sequence through Controls**

Competitors are to note that their sequence and time through controls will be recorded by officials on sequence sheets. If the sequence sheets show that a competitor has passed through controls in an unrealistic time, he will be deemed to have deviated from the route and will be excluded by the Clerk of the Course.

f) **Decontrols**

Decontrols are only compulsory at National Standard events and the following must be applied:

- i) A minimum of 10 minutes at the pits.
- ii) Decontrols outside pit and DSP areas will be for safety reasons only and time allowed must be calculated on the speed restriction of such road.
- iii) Organisers will maintain sequence & time sheets at the start and finish of the decontrol to confirm entry and exit order. Large display digital clocks are compulsory at the entry as well as the exit of decontrols.
- iv) Organisers will provide competitors with a sticker reflecting the exit time at these decontrol points. Retention of these stickers is the responsibility of the competitor and any competitor endeavoring to exit the decontrol without such sticker will have to return to the decontrol marshal to obtain a replacement sticker with the same original time on it. Any delay in obtaining this will be to the detriment of the competitor. A 30 minute penalty will be applied for a competitor leaving the decontrol early as well as the time that he gained by starting early.

#### 344 SERVICE CREWS/OUTSIDE ASSISTANCE

- a) Service crews and/or service vehicles are not permitted on the racing route. They may be present at DSP's but may not render assistance in any form whatsoever, except at these points.
- b) Service crews may not establish "spares depots", or leave spares, tyres, fuel, lubricants etc. at any point other than the DSP's, whether on the racing route or accessible from the racing route. Furthermore so called ghost riders as entered by teams having riders enter races carrying an abnormal amount of spares to assist other team riders will not be allowed under any circumstances. The decision by the Clerk of the Course will decide what a reasonable amount of spares is to be carried by a competitor, but should only be sufficient for his own use, such as spare cables, fuses etc.
- c) Outside assistance may be given by:
  - i) An official (listed in the SSR's and/or Final Instructions as being authorised to assist competitors) of the event. If a competitor is assisted by an official as listed in the SSR's the competitor must remain co-responsible to adhere to the SSR's and event regulations, breach thereof in spite of actions by officials, unless the competitor can prove that he/she was unable to persuade the official to act within the rules. Assistance by an official is limited to helping around or over obstacles etc which assistance must be offered to all competitors. However, this precludes the providing of spares or parts for a motorcycle or quad or the towing of a motorcycle or quad by an official.
  - ii) By another competitor who is still actively racing and eligible to be classified as a finisher.
  - iii) Competitors who have retired or crossed the finishing line may not render assistance.
  - iv) Outside assistance from any other source is prohibited.
  - v) No assistance by service crews will be allowed at re-fuel points which are not DSP's.

### 345 REFUEL

- a) Competitors must switch off their motors and dismount whilst refueling.
- b) No competitor or service crew member may smoke within 5m of a motorcycle/quad being refueled.
- c) All Service Crews must carry a fire extinguisher suitable for liquid fuels per competitor or team to be serviced with a minimum capacity of 2,5kgs or equivalent fire Stryker, to be located next to the vehicle being refueled or next to the refueling rig.
- d) The use of an environmental mat, which must be a minimum size of ½m X ½m which may not allow fuel to seep through, is mandatory and the vehicle must be on the environmental mat when refueling and servicing is effected and not next to it. At "non accessible" refuel points, the organisers are to supply adequate mats
- e) At refuel points, fuel cans must be set up in an orderly fashion. Refuel points need to be suitably bunted off to ensure the safety of spectators and to control the flow of race traffic through the refuel point The routing of the competitors must ensure that all competitors pass through the refuel point even if they do not take on fuel. There may be no alternative around a refuel point. Wherever possible refuel points should be DSP's. Adequate signage indicating the start and end of a DSP or pits and refuel point must be clearly marked and visible to competitors.

### 346 USE OF GPS DEVICES

- a) For safety reasons, competitors are encouraged to make use of GPS devices at events. GPS devices are not compulsory.
- b) ***GPS files with the routes will be available at all the National events.***

### 347 COMPETITOR CONDUCT

#### a) MEDICAL BOARDS

Medical Board must be carried by motorcycle/quad competitors with the competitors name printed on it using permanent marker. The medical board must have a red cross on one side and a green OK sign on the reverse. The size is to be 300mm x 300mm.

#### b) USE OF MEDICAL WARNING BOARD AND ACCIDENT SCENE PROCEDURE

- i) Should any competitor stop due to being involved in an accident whilst on the route being used for an event, the medical warning board must be displayed in such a manner that the Red Cross is clearly visible to oncoming competitors, preferably at eye level. Care must be taken to ensure that the correct side of the board is displayed to oncoming competitors. While the warning board is displayed in such a manner, the first competitor arriving on the scene of the accident must stop and render assistance.

- ii) Should a competitor arrive at the scene of an accident where no medical board is displayed, it must be assumed that the injuries are of such a nature that the competitor/s concerned are seriously injured or unable to display the medical warning board. Assistance must immediately be rendered. Should further assistance from other competitors be required, the competitors of the motorcycle/quad rendering the initial assistance must display their medical warning board with the Red Cross clearly visible to oncoming competitors. Should no further assistance be required, the green "OK" will be displayed. Following an accident where no injuries are involved and no assistance is required, the green "OK" must be clearly displayed to oncoming competitors.
  - iii) **Penalties**  
Competitors who fail to stop on arriving at the scene of an accident where no medical warning board is displayed or where a cross is displayed, are guilty of contravening the regulations and may be excluded from the results and/or reported to the Stewards of the Meeting for further disciplinary action. Competitors who are not injured and who, following an accident fail to display the green "OK", will be subject to disciplinary action instituted by the Clerk of the Course through the Stewards of the Meeting, who in turn may recommend to MSA that further action be taken against the offenders. Misuse of the medical warning board will be treated as a serious offence and will be dealt with as such.
  - iv) **COMPENSATION FOR COMPETITORS RENDERING MEDICAL ASSISTANCE**  
Competitors, who render "bona fide" assistance in complying with the foregoing instructions relating to the use of the medical warning board, will not suffer prejudice as a result of their actions. However the onus will be on the competitors concerned to prove that bona fide assistance was rendered. Substantiation in this regard would normally be required from the accident victims, fellow competitors and officials. Once proven, the Clerk of the Course will then review the competitor's performance before and after the accident and may allocate him a corrected time for that section, depending on the circumstances.  
Compensation may only be afforded when rendering medical assistance. Competitors may not claim compensation for rendering any other type of assistance. Compensation requests are to be made on the prescribed form within 30 minutes of the competitor finishing. Competitors are encouraged to make use of GPS's to record exact time and place of assistance recorded as well as to use paper and pencil carried to record signatures of other competitors stopping in compliance with these SSR's.  
**NOTE:** Competitors failing to comply with the above procedure will not be afforded compensation. Similarly, multiple claims for attention to an accident victim that are obviously in excess of the attention required will similarly be disregarded. ***The onus will be on the competitor to prove the time claimed.***
- c) **PROCEDURE**
- i) In the event that a competitor happens upon the scene of an accident first, he/she is compelled to stop and render assistance to any injured competitor.
  - ii) Upon the arrival of a second competitor at an accident scene where injuries have been sustained, the second competitor must stop. The first competitor should then leave unless he opts to stay and allow the second competitor to continue. When the third competitor arrives he is obliged to stop and the first or second competitor may then leave unless they opt to stay and so the system will continue. Should the nature of the accident necessitate that more than one rider stop and stay at the scene, the medical evidence obtained from the medics must justify this. Each competitor arriving at an accident scene where serious injuries have been sustained, should make a note of his/her time or arrival, as should the departing competitor.
  - iii) Make a note of the approximate time. GPS's may be used to record accurate times of arrival and departure once medical assistance arrives.
  - iv) Where either competitor carries a GPS to establish the co-ordinates of the accident, write them down or mark a waypoint, alternatively to make notes of the approximate whereabouts of the accident.
  - v) Proceed along the race route to the next marshal point and accurately report the information to that marshal.
  - vi) At the time of reporting to the marshal any time taken which may need to be compensated, together with the names/race numbers of any other competitors and service crews rendering assistance and remaining with the injured competitor must be related to the marshal for verification purposes.

d) **ROUTE**

The route may traverse cultivated and grazing land (veld), and competitors are to stay on the route and away from vegetation. Competitors not found doing so will be excluded from the event and reported to MSA for further disciplinary action.

In many places the route may be narrow and dust may be a problem. Competitors should therefore, ensure that they afford another competitor who has caught up with him every opportunity to overtake in the interest of fairness and safety.

Competitors to be overtaken must move over to allow other competitors to overtake safely.

Competitors failing to adhere to the above may be reported to the Clerk of the Course who will take the necessary action.

Competitors and crews are to be considerate to the landowners when retrieving stranded racing motorcycles/quads from the route and to ensure that damage to cultivated and grazing lands is avoided when retrieving the motorcycle/quad. Failure to comply will result in disciplinary action being taken against the competitor concerned.

e) **PITS/DESIGNATED SERVICE POINTS (“DSP’s”) AND REFUELS**

i) Competitors are allowed to proceed at idling speed only, maximum 20 km/hour and without recklessness through any pit or DSP.

ii) Competitors will be compelled to stop for servicing at a DSP on the extreme side of the pit lane. Competitors not adhering to this ruling will be penalized accordingly.

iii) Competitors may overtake in pit lane, provided they adhere to point i) above.

f) **RESPONSIBILITIES OF COMPETITORS: Refer GCR 172**

i) Each competitor is responsible for the behavior and conduct of every person associated with him/her at a race. This covers the pit and surrounding area, spectator points and prize-giving venue. In particular, anyone other than an entered and licensed competitor, but including service crews, children, friends, etc. associated with a competitor found riding a quad, motorcycle, scooter or pit bike in or near any of these areas will cause that competitor to be excluded. Consumption of alcohol by anybody is **PROHIBITED** in DSP areas except at designated “bar” areas.

ii) This provision applies to unchecked children and/or pets who could be the cause of any incident which may put a competitor, official or spectator in any sort of danger during the running of the event.

iii) For the entire duration of an event no competitor or his service crew, family or friends may drive or ride an unlicensed competition vehicle on any public road or in any way that endangers themselves or any member of the public or in any way transgresses any law applicable.

**348 INCIDENT REPORTS / EVENT EVALUATION REPORT FORMS**

All riders are required to hand in an Event Evaluation Form, on which riders must clearly mark their completion or retirement from the event. These forms must be handed in within 1 hour of the rider finishing or retiring from the event. The fine for not handing in a fully completed Event Evaluation form is R250.

Any rider that is involved in or witnesses an incident that requires attention by the officials, is required to lodge details of the incident in writing to the Clerk of the Course within 30 minutes of completing or retiring from the event. The submission of an incident report is not a substitute for a formal protest where the competitor concerned requires action to be taken, nor does it oblige the officials to take any form of action. Competitors who wish formal action to be taken as a result of an incident are advised to exercise their rights of protest in terms Part IX of the GCR handbook.

**349 TIMEKEEPING AND RESULTS**

Any Commission approved Timing system may be used, provided a separate concurrently running back up system is in place to provide timeous results should the main system fail. Organisers must provide a suitable area for time keepers which will be a restricted area and must provide adequate protection from inclement weather conditions.

a) **Results should be posted as soon as possible, however the provisional posting will be published in the SR’s.** Timekeepers will be fined R2, 500.00 per hour for results that are late (maximum fine limit is R7, 500.00). Provisional results will only become final once they have been signed off by the COC in accordance with the stipulated time as published in the supplementary regulations.

b) The COC and/or **Stewards** may have the right to remove any proven DNF’s, who have been included in the results, up to 72 hours after the event.

c) Every timekeeper for an event needs to be licensed with MSA (Without exception)

## 350 TRANSPARENCY

Every competitor on an event has the right, on written request, to see any written or printed matter; records; time cards etc. pertaining to the event up until the protest time has elapsed. If a competitor requires this information in order to formulate a protest or appeal, the time limit for acceptance of protests must be extended until 30 minutes after this information has been provided.

## 351 ORGANISATIONAL REQUIREMENTS FOR SOUTH AFRICAN OFF ROAD MOTORCYCLE AND QUAD NATIONAL CHAMPIONSHIP EVENTS

- a)
  - I. Full compliance with all SSR's and GCR's insofar as organization and running of the race.
  - II. R15 000 fine to any club who is allocated a national event but do not stage, save only due to force majeure. This fine will be forwarded to the organisers of the replacement event or used at the commissions discretion should a replacement event not be found.
  - III. Draft regs to be received by commission at least 8 weeks prior to the event and having been approved must go out at least 6 weeks prior to the event. Online entry option.
  - IV. Event naming rights to be purchased for each event at least 90 days before the event or organising club to accept that the commission has the right to sell this.
  - V. Clubs to use prescribed standardized regs format entry, self scrutineering, medical, incident report and other forms.
  - VI. Commission will arrange and pay for 1 x pre-event and 1 x post event press release based on championship standings
  - VII. Competent trained marshals and officials only licensed & commission approved timekeeper/s. A-grade COC and stewards.
  - VIII. 2 persons and vehicles to be provided to take TV crew to filming points during the race.
  - IX. Adequate and clean toilets to be available at documentation start / finish, DSP's and prize giving venue.
  - X. Completed incident report forms to be delivered to commission within 14 days after the event, failing which R8000 penalty will be levied against the organising club.
  - XI. **Clubs to provide accommodation, travel, food and pay prescribed fee to MSA Steward.**
  - XII. Standby generators for timers and prize giving functions in case of blackout.
  - XIII. **Comply with all requirements and by-laws of the Safety at Sport and Recreation Act 2 of 2010. Refer to GCR 78.**

The following must be complied with or services/facilities to be provided by organisers:

- b) Each national event will be pre-run by a suitable person with racing experience. This pre-run must be done latest on the day prior to the time-trial, after all routes marking has been done.
- c) In an event where there is more than one loop and these loops are to be run in a sequence, organisers are required to have stickers made for competitors, showing the correct sequence of loops and to indicate this at the riders briefing. The onus is however entirely on the competitor to follow the correct sequence and to get clarity in their minds beforehand.
- d) **All documents required to constitute a Programme for the event (as per GCR 90) must be posted on the official notice board.**
- e) A website which must give the following information:
  - i) Supplementary Regulations
  - ii) Official Bulletins
  - iii) Entry list (regularly updated)
  - iv) On-line Entry Page (recommended)
  - v) Accommodation Details
  - vi) Results (latest Monday after the event, but preferably on a daily basis)
- f) Main start/finish DSP areas at National events must have catering facilities;
- g) Timekeepers will produce at least 2 copies of provisional results and organisers are to post multiple copies in a well-lit area in order to avoid congestion as they are posted. It is a requirement for all relevant officials to be visibly present (clearly identified with signage) at the time of provisional and final result posting to ensure that any queries can speedily and efficiently resolve. A suitable private venue needs to be set aside for the hearing of protests, with secretarial services such as computers, printers and copiers to be provided at this venue.
- h) Trophies must be of a high standard befitting the status of a National event. Finishers Badges should be metal or glass of high quality and should preferably state the name of the event and the month and year. Cloth badges or trinkets are not acceptable.
- i) A suitable P.A. system must be supplied both for briefings and prize giving. The MC who will be coordinating the prize giving must be instructed to mention all award winners, sponsors and make of motorcycle.



- j) A podium must be erected adjacent to the finish line, where the first three finishers of each selected class per category (quads and motorcycles) must proceed to; as they complete the event where they will receive champagne for a ceremonial podium as with all motorsport tradition.

## 352 PENALTIES

The following penalties will be applied by the Clerk of the Course, and where such penalties are applied it will not be necessary to hold a hearing with competitors in terms of GCR 175. Penalties incurred will be added at the end of that day's racing results

- a) **TIME**
- i) Should a competitor arrive at the start or re-start of any Racing Section after his due start time he will be started at a time determined by the start official so as not to disadvantage any other competitor. He will not receive any time allowance for the time that he is late for his start or the time that he is kept waiting by the start official.
- b) **FIVE MINUTES**
- i) For jumping the start. (In addition to his actual start time – Refer to GCR 261).
- ii) For excessive speed, reckless or dangerous riding in a pit or refuel area. Organisers will post a minimum of one pit marshal at each DSP/refuel, such marshal to be a judge of fact.
- c) **FIVE MINUTES – FOR EACH OFFENCE (Quads)**
- i) For not having a dead man kill switch attached to the rider at all times whilst operating the quad.
- d) **FIFTEEN MINUTES**
- i) For failing to refuel on an environmental mat – Refer to SSR 345 per offence.
- e) **THIRTY MINUTES**
- i) For not first ensuring that it was safe to cross a road crossing before pulling off from a stop control - Refer SSR 341
- ii) For leaving a decontrol ahead of time - Refer SSR 343.
- iii) For failure to produce a medical kit when requested - Refer 329
- iv) Incorrect numbering sizes and colours as laid out in SSR 330
- v) Per item found incorrect during scrutineering spot check – compared to self scrutineering form.
- vi) Deviating off the marked route by any distance to gain an advantage i.e. Deliberately turning inside the markers, avoiding winding marked paths or riding outside of marked obstacles, such as ravines, etc.
- f) **SIXTY MINUTES**
- i) For missing a marshal point or route control.
- ii) For failure to have a suitable fire extinguisher in pits or an extinguisher over due date for service/refill.
- g) **EXCLUSION**
- i) For failing to stop at any road or railway crossing
- ii) For missing more than one marshal point or route control point.
- iii) For being found to have practiced on the route within 28 days prior to the event – Refer to SSR 334
- iv) For contravening the Service Crew/Outside Assistance rule – Refer to SSR 344
- v) Failure to wear a helmet or protective clothing as outlined in SSR 329 whilst racing.
- vi) For opposing the flow of traffic or failing to rejoin the route at the point of leaving – Refer to SSR 342
- vii) For finishing the event with a different frame of engine number to that fitted to the motorcycle/quad as started with and as stated on the self scrutineering form
- viii) Failing to switch off the motor whilst refueling, or any motorcycle/quad competitors who fail to dismount from their motorcycle/quad whilst refueling, or any motorcycle/quad competitors his service crew found smoking within 5m of any vehicle being refueled – Refer to SSR 345
- ix) For contravening SSR 353 (b), (c) and (e)
- x) Reserved
- xi) For failing to carry out a legitimate instruction from an official
- xii) For carrying fuel, other than in the tank or container permanently attached to machine

- xiii) For failing to hand in a GPS for route deletion when so requested
- xiv) Unrealistic race times
- xv) For racing on a motorcycle/quad that exceeds or is less than the cubic capacity of the class – Refer to GCR 176. Suspension can also be applied for this offence
- xvi) Failure to follow the correct sequence in an event where there is more than one loop and these loops are to be run in a sequence
- xvii) For any false declaration on the self scrutineering form
- xviii) Overtaking within a demarcated area leading up to a control point, unless a competitor is experiencing obvious technical problems, or pulling up alongside a stationary competitor at a control unless instructed to do so by the control official.
- xix) Smoking whilst racing.
- xx) Riding, or allowing any other person to ride a competitors motorcycle/quad, dangerously or without due consideration for others at the venue.
- xxi) Contravening any traffic rules or regulations.
- xxii) Failure to declare to the organisers any incidents during an event involving any person or property.
- xxiii) Failure to place a motorcycle/quad in the Post-Race Impound Paddock on completion of an event.
- xxiv) Competitor and/or crews entering a Holding Area (e.g. Impound Paddock) without the Clerk of Course's permission except when placing a motorcycle/quad in, or removing a motorcycle/quad from, such a facility.
- xxv) Behaving in a manner prejudicial to motorsport, bearing in mind that competitors are responsible for the actions of their service crew/s.
- xxvi) Deviating from the route by more than twenty metres for any period unless allowed to do so in compliance with SSR 342
- xxvii) Committing any breach of the General Competition Rules, these Standing Supplementary Regulations, Supplementary Regulations, Official Bulletins or Final Instructions for which no specific penalties have been laid down.
- xxviii) Rider replenishment is forbidden within 5 meters of any control point.
- xxix) Any parent not acting in the best interest of their child racing at any event, will have their child excluded from the results and/or refused to continue with the race after such incident and may be banned from competing in future events.
- xxx) For consumption of alcohol in non-designated "bar" areas by a competitors Service Crew
- xxxi) For failing to display a medical board or failure to stop when a medical board is displayed - Refer SSR 347
- xxxii) Exclusion can only be implemented at the end of the rider's event. Riders may not be stopped whilst racing.

**h) FINES**

R250.00 - Failure to hand in an Event evaluation form as per SSR348

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**ENVIRONMENTAL**

In an effort to keep landowners happy and to only leave tyre marks behind the following will be enforced;

- a) Environmental mats
- b) The use of tear-offs is banned; only systems that remain attached to the goggles will be allowed.
- c) Discarding of any sachets or any other litter on the ground is strictly forbidden.
- d) Organizers are required to issue refuse bags to competitors
- e) Any act that is prejudicial to the environment by the competitor or his crew, will be subject to exclusion by the COC.