



2019 KWAZULU-NATAL REGIONAL JUNIOR HARESCRAMBLE CHAMPIONSHIP REGULATIONS AND SPECIFICATIONS

161835/134

The following are the Standing Supplementary Regulations (SSR's) for the **2019** MSA KwaZulu-Natal XCountry Junior Harescramble Championship.

Note: These regulations are to be read in conjunction with the General Competition Rules (GCR's), the **2019** MSA SA Cross Country Motorcycles and Quad Standing Supplementary Regulations (SSR's). In the event that there is any conflict between regional and national rules, the National Regulations shall be applied.

1. CONTROLLERS

The controllers of this Championship shall be the MSA KwaZulu-Natal Regional Motorsport Committee.

2. ELIGIBILITY OF RIDERS

- 2.1 Open to riders from the year of their 7th Birthday until the 31st December of the year in which they turn 18 and who are in possession of a valid **2019** MSA Competition Licence endorsed for Enduro or Cross Country Mcycles and Quads.
- 2.2 **2019** MSA Licences must be shown at every race meeting.
- 2.3 The REGIONAL CHAMPIONSHIP will be open to persons resident in KwaZulu-Natal / Northern Regions.
- 2.4 Only competitors meeting the requirements above may compete in this Championship, except for Senior Ladies, who may compete with the juniors, but in their own separate club class, as approved by MSA KZN Committee.

3. ELIGIBILITY OF MOTORCYCLES

Any motorcycle built for Cross Country use - Motorcycles will be classified in the following classes:

- 3.1 65cc class
Motorcycles with an engine capacity of up to 65cc 2-stroke, or 80cc 4-stroke.
(Wheel size 12" front and 14" rear)
- 3.2 85cc Junior class
Motorcycles with a 2-stroke engine capacity of up to 85cc or air cooled 4-stroke up to 125cc.
(Minimum Wheel size 14" rear 17" front, Maximum 16" rear and 19" front)
- 3.3 85cc Senior class
Motorcycles with a 2-stroke engine capacity of up to 85cc or 4-stroke engine capacity of up to 150cc.
(Wheel size 14" rear 17" front, maximum 16" rear and 19" front)
- 3.4 High School 125 class
125cc 2-stroke Motorcycle Championship
The maximum permissible capacity is 125cc 2-stroke (minimum wheel size 18" rear and 21" front)
- 3.5 For the non-championship club class:
 - i) **Junior Club Class:** motorcycles with an engine capacity from 65cc 2-stroke not exceeding 85cc 2-stroke or 150cc 4-stroke.
 - ii) **High School Club Class:** motorcycles with an engine capacity of 125cc 2-stroke. KTM Freeride 250cc 2-stroke or 350cc 4-stroke is also allowed (minimum wheel size 18" rear 21" front).

4. MODIFICATIONS.

Modifications to the engine, gearbox, frame, suspension or any other component is free, provided the safety of the motorcycle is unimpaired and the provisions of Clause 3 above remain in effect.

5. SAFETY SPECIFICATIONS - MOTORCYCLES

The following safety requirements are applicable to all motorcycles:

- 5.1 Ball end brake and clutch levers must be fitted unless fitted with suitable protector e.g. Bark busters

- 5.2 Brakes operating on both wheels.
 - 5.3 A self-closing throttle must be fitted.
 - 5.4 Adequate mudguards.
 - 5.5 Fuel must be carried in metal or moulded plastic containers fitted to the motorcycle.
 - 5.6 There must be no fuel leaks.
 - 5.7 Exhaust gases must not be discharged so as to raise dust or in any way to inconvenience a following rider.
 - 5.8 The motorcycle to be fitted with an operational KILL SWITCH.
 - 5.9 Must be in full compliance of the SSR 328 of the 2019 MSA SA Cross Country Mcycle & Quad SSR's.
 - 5.10 See SCRUTINEERING below.
6. SAFETY SPECIFICATIONS - COMPETITORS (Refer SSR 328 of the 2019 MSA SA Cross Country Mcycle & Quad SSR's)
- 6.1 Crash helmets of the full-face type, in sound condition, and fitting the wearer are to be fastened and worn by all riders during racing.
 - 6.2 Long sleeved riding jersey of adequate strength to provide protection in the event of a fall
 - 6.3 Elbow and knee guards which provide protection in the event of a fall
 - 6.4 Upper Body Armour - A chest protector the material (not the structure) of which is rigid. A roost guard does not serve the purpose.
 - 6.5 Riding pants designed for off road motorcycling, and constructed of suitable protective fabric
 - 6.6 Gloves giving adequate protection
 - 6.7 Motocross type boots must be worn. Short boots designed for quad bikes are not acceptable
 - 6.8 Goggles designed for off road motorcycling must be worn and must be made of non-splinter able material
 - 6.9 Spectacles, if worn, must be made of non-splinter able material
 - 6.10 Neck protection must be worn by every rider. The rigid neck brace is recommended but a minimum of a purpose made foam ring ("donut") is required
 - 6.11 First aid kit compliant with section 22.2 below and must be carried for the full duration of the race.
 - 6.12 A minimum of 1 litre of drinking water must be carried by the rider at the beginning of the race
7. SAFETY SPECIFICATIONS / COURSE SETTERS / MARSHALS
- 7.1 To carry a full first aid kit at all times
 - 7.2 To carry a minimum of 1 litre of water at all times
 - 7.3 To wear a Marshall's bib at all times.
 - 7.4 To have notified the organisers of their presence and have signed an attendance register
8. COMPETITION NUMBERS
- 8.1 Competition numbers will be allocated to each competitor by Motorsport SA, Head Office, and is to be displayed on the front and sides of the motorcycle. The Colour of numbers and background to be as per SSR 329 of the **2019** MSA SA Cross Country & Quad SSR's for classes; Clubman, 65cc, 85cc and 125cc.
 - 8.2 All numbers must be 150mm x 75mm x 32mm stroke width; all other numbers must be removed. Fonts used must be plainly visible and easy to read
9. DURATION
- One-day events run during daylight hours, the duration of which shall be 2 hours for the Junior race, or 3 hours for the Senior race. Race may be shortened, at the discretion of the Clerk of Course and according to MSA rules. The decision of the Clerk of the Course is final. The 2-hour race time race time is calculated from the start time of the first rider, but may be changed at the discretion of the COC. ***The 3-hour race time is calculated from the start time of the last regional rider, but may be changed at the discretion of the COC.***
10. DEFINITION
- 10.1 Harescramble is a test of riding skills, and of physical endurance of rider and machine over unseen cross country terrain. A Harescramble will lie in difficulty and speed somewhere between a Cross Country event and an Enduro. A Harescramble course must allow the average rider to complete the said course without the necessity of dismounting his/her bike.

- 10.2 An ideal course is 20 to 35km long, taking an average Junior Class rider approximately 45 minutes. It will be set in a closed environment, on timber or sugar cane farmlands, utilising cane breaks, little used farm and contour roads, as well as paths through timber plantations, venturing into rougher territory, such as river crossings, deep sand, rocky slopes and mud holes for variety.
- 10.3 Exceptionally difficult uphill's should include an alternate route, which will take longer. The opportunity for competitors to travel at maximum speed in top gear must be kept to a minimum. No straight may be longer than 500m.
- 10.4 Road crossings should be avoided where possible, but if unavoidable, cognisance must be taken of SSR 340 in the 2019 MSA SA National Cross Country Mcycle & Quads SSR's. Where the route crosses/runs along a public road it must be manned by race Marshals, or as directed by the authority granting crossing permission.

11. OBJECT

The object is to cover as many laps of the course as possible in a 2 or 3-hour period on the same motorcycle without incurring penalties.

12. ELIGIBILITY

- 12.1 Eligibility for entry is based on age per class:
- a) 65cc Championship class (Open to competitors from the year of their 7th birthday, to 31st December of the year in which their 12th birthday occurs)
 - b) 85cc Jnr Championship class (Open to competitors from the year of their 8th birthday, to 31st December of the year in which their 13th birthday occurs)
 - c) 85cc Snr Championship class (Open to competitors from the year of their 13th birthday, to 31st December of the year in which their 15th birthday occurs).
In the event there are insufficient riders (6 riders on the start line) to comprise separate classes, the Junior 85cc and Senior 85cc class will compete as one class, the 85cc Class.
 - d) High School 125cc Championship class (Open to competitors from the year of their 15th birthday, to 31stDecember of the year in which their 18th birthday occurs)
 - e) Junior Club class (max capacity of 85cc)
 - f) High School Club class (max capacity of 125cc)
- 12.2 A cut off time of 45 minutes after two hours will be imposed for riders still on the track, which may be extended at the discretion of the Clerk of the Course in exceptional circumstances.
- 12.3 The Clerk of the Course may impose a cut off at Race Control prior to the full race time being expired for any particular rider, if in the opinion of the CoC, on a balance of probabilities, that rider will be time barred as per 12.2 above. A rider stopped under this rule will still be deemed a finisher.
- 12.4 To qualify as a finisher, rider must complete a minimum of one lap in the full 2-hour period and the High School rider must complete a minimum of one lap in the 3-hour period.
- 12.5 A rider may not be towed over the finish line but may be towed with his motorcycle to the finish area by a fellow competitor ***who is*** still actively racing and then cross the finish line under his/her own power ***for that lap to be counted as a completed lap.***
- 12.6 A Regional entrant must complete 1 lap, and meet the requirements of 12.5 above to be regarded as a finisher.
- 12.7 The championship shall consist of Five (5) races, with five events to count. The minimum numbers of starters in each class shall be an average of six for the season to declare the class a championship class.

13. REGIONAL CHAMPIONSHIP - JUNIOR COLOURS

To declare a KwaZulu-Natal Champion based on overall points in the following classes:

- 13.1 65cc
- 13.2 Junior 85cc
- 13.3 Senior 85cc - (Alternately an 85cc class where numbers have required combining the classes)
- 13.4 High School 125cc

Points to be allocated as set out below:

1: 400	11: 170	21: 80	31: 30	41: 10
2: 360	12: 160	22: 75	32: 28	42: 9
3: 330	13: 150	23: 70	33: 26	43: 8
4: 300	14: 140	24: 65	34: 24	44: 7
5: 270	15: 130	25: 60	35: 22	45: 6
6: 250	16: 120	26: 55	36: 20	46: 5
7: 230	17: 110	27: 50	37: 18	47: 4
8: 210	18: 100	28: 45	38: 16	48: 3
9: 190	19: 90	29: 40	39: 14	49: 2
10: 180	20: 85	30: 35	40: 12	50: 1

14. RESOLVING A TIE

In the event of a tie in points scored, the competitor with the greater number of first places, failing which, second places and so onwards, shall be declared the Champion, and should this procedure not resolve a tie, the competitors shall share the Championship. SSR 322 in the 2019 MSA SA National Cross Country Mcycle & Quad SSR's.

15. SCRUTINEERING (as per GCR 254 & SSR 328 of the 2019 MSA SA National Cross Country Mcycle & Quad SSR's)

- 15.1 Motorcycles and crash helmets must be presented at scrutineering when self-scrutineering is not conducted.
- 15.2 When self-scrutineering is conducted, the organizers will randomly scrutinize a minimum of 10% of the entries
- 15.3 Documentation will be from 07h15 am to 08h00 am or as specified in the SR's for the race
- 15.4 Late arrivals may be scrutineered after the start of the race.

16. NUMBER OF STARTERS

There will be a minimum of 25 starters in any one event, failing which, the event may only be run as a non-qualifying event, decided by the Clerk of the Course.

17. SEEDING OF RIDERS FOR THE START

- 17.1 Seeding for the second event will be based on the finish order from the previous race regardless of class. Regional riders who did not compete in the previous race will start behind the last Regional Rider Seeded. Club Class riders will start behind the Regional riders, or at the discretion of the Clerk of the Course.
- 17.2 Seeding for the first event will be based on the preceding year's final class positions. Riders that move from a class will start after the seeded riders staying in that class.
- 17.3 Only rider's whose completed entry documents and proof of payment is received on or before the pre-entry. Cut-off specified in the SR's for each race, will be seeded.
- 17.4 The number of riders allocated per row will depend on the width of the start area.
- 17.5 Late arrivals/entries and un-seeded riders will be placed at the back of all seeded riders.
- 17.6 The Races will consist of the following classes:
 - Senior Race - High School 125cc
 - High School Clubman
 - Junior race - Regional Senior 85cc
 - Regional Junior 85cc
 - Regional 65cc
 - Clubman Jnr

18. THE START

- 18.1 All riders must attend the rider's pre-race briefing. All riders to present their helmet for checking of timing tag when registering.
- 18.2 All motorcycles must be in the start area 15 minutes before the start of the race.
- 18.3 Bikes will line up with a maximum of 4 to a row and will start at 15 second intervals or at an interval determined by the COC.
- 18.4 When manual and electronic (scanning) timekeeping is done, the race time will be based on 2 or 3 hour from when the last regional rider leaves,

- 18.5 The riders will form multiple rows in a start grid, in which the position of at least the first 10 rows will be marked.
- 18.6 Only riders with official Route Stickers and timing barcodes/timing tags will be allowed to enter this start paddock.
- 18.7 For the start the riders will be seated on their motorcycles with engines running. If it is noticed that a rider starts before the flag is dropped or the start light has turned green, a 15 minute penalty shall be imposed on the offending rider.
- 18.8 To stop the race, a red flag shall be shown.
- 18.9 The Junior and Senior Races may be run at the same time but will need to be different tracks, with a shorter in distance for the Junior race.
19. REFUELING (Refer SSR 343 and 344 in the 2019 MSA SA National Cross Country Mcycle & Quad SSR's)
- 19.1 The pit/refuel marshal shall be an appointed observer
- 19.2 The refuelling may only take place in the pit area, and any rider failing to refuel inside the demarcated area will be penalised.
- 19.3 Each pit/refuel area must have the minimum of one (1) 2.5kg fire extinguisher, of the dry powder type, and an Environmental mat.
- 19.4 Any rider that fails to refuel on the Environmental Mat will be penalised by 60 minutes.
- 19.5 The pit lane will be live but competitors must not be seen to be racing in the pit area.
- 19.6 COMPETITORS MAY ONLY RIDE IN 1ST GEAR, AT IDLE SPEED, AND MAY NOT OVERTAKE IN THE PIT AREA. Any competitor deemed to be speeding and/or changing gears will be penalized one (1) minute, and may be placed in a 'hot box' area for this time.
- 19.7 Once the competitor has left the designated pit area, he/she may then continue at racing speed only once they have joined the racing line.
20. COURSE MARKING
- 20.1. The course will be marked in accordance with the SSR339 of the 2019 MSA SA Cross Country and Enduro SSR's.
- 20.2. Red or orange 'Day-glo' markers, will be placed on the left of the track, no more than 1.5 meters above the ground.
- 20.3. Where the route is not obvious, e.g. through bush, forest etc. or where no obvious path exists, each successive route marker must be clearly visible by a rider seated on his motorcycle travelling at race speed. On obvious routes, for example, paths, roads, etc. the markers will be placed approximately every 100m but not more than 250m apart, irrespective of the clarity of the route.
- 20.4. Two markers placed on the appropriate side, one above the other, approximately 30m before a turn, will show the direction of a turn on the appropriate side. A second set of double markers on the appropriate side will be placed at the turn
- 20.5. Where turns or junctions are such that (in the opinion of the chief course setter), confusion may result, then chevron tape will be used to emphasize the route, or to close no-go routes. Green Day-glo markers and/or chevron tape may be used to indicate a wrong direction and no entry.
- 20.6. Any object considered dangerous or hazardous will be marked with multiple Day-Glo stickers or Day-glo paint. A minimum of two Check point marshals or the use of stamp card machines will be positioned on the course. A course may only be re-routed at the instruction of the Clerk of the Course.
- 20.7. Refer SSR 340 of the 2019 MSA SA National Cross Country Mcycle & Quad SSR's. Where the route crosses/runs along a public road it must be manned by race Marshals, or as directed by the authority granting closure/ crossing permission.
21. COURSE SETTERS AND MARSHALS.
- 21.1 The Chief course setter will be an adult, who is suitably experienced in Harescramble racing and is well acquainted with the racing area, who will help set the course and will marshal or officiate on the day of the race. He should be assisted by 3 or 4 assistants who will help to mark the course.
- 21.2 Where the course setter is not an adult, but is otherwise a suitably experienced rider, an adult is required to confirm the suitability of the course set.
- 21.3 At present no insurance is available for under-age marshals/course setters, and parents shall be required to complete and sign an indemnity form.
- 21.4 Riders may Organise an event and will not be precluded from competing in that event.
- 21.5 Riders who assist in marking or developing a course, may do so only once in a year, and

- 21.6 must do so in the geographical area in which they live.
The names of these riders must be submitted in writing to the Regional Secretary, MSA 14 days prior to the event taking place.
22. MEDICAL KITS (Refer to SSR 328 d) in the 2019 MSA SA National Cross Country Mycle & Quad SSR's)
ALL COMPETITORS AND ROVING MARSHALS SHALL CARRY THE FOLLOWING:
- 22.1 A minimum of 1 litre of drinking water or suitable hydration liquid
- 22.2 A first aid kit consisting of the following or its equivalent as approved by MSA:
1 x Medical Board
1 x space blanket (Protects from the elements, can be used as a flag)
1 x triangular bandage (Multiple uses)
1 x SOS 6 First Aid Dressing (can cover any size wound)
1 x 100mm Conforming Bandage
1 x Burn Shield Dressing (100x100) (use as a cold compress, antiseptic dressing and for burns)
4 x band-aid type strips-range of sizes
4 x painkillers
1 x CPR mouth piece
23. CHECK POINTS
- 23.1 A minimum of 2 checkpoints or stamp card machines will be positioned on the course alternatively a Tick Point Marshals will mark riders' helmet stickers. Manual sequence sheets will be kept at each check point and the marshal will log the time (if possible) and sequence in which riders pass through the check point.
- 23.2 Checkpoints will display a warning sign indicating "Check Point" point ahead no less than 20m and not more than 50m before the checkpoint.
- 23.3 It is the responsibility of the rider to stop at the position indicated. Riders will be marked in arrival sequence, or will have to stamp their card. It is not permitted for a rider to overtake another rider while waiting for the Tick point Marshall to tick his helmet sticker. Penalty as per section 30.9 below.
24. FINISH
- 24.1 The race will continue for two (2) hours or a fixed number of laps decided by the COC for the Juniors, and 3 hours or a fixed number of laps decided by the COC for the High School Class, after which no rider will be permitted to start a new lap. The amount of time to be adjusted by the COC at his discretion.
- 24.2 The race ends for each rider when he next crosses the finish line after the 2 hour and 3 hour cut-off.
- 24.3 The end of the race will be indicated by displaying the chequered flag at Race Control.
25. ROUTE / HELMET STICKERS or Stamp Cards
- 25.1 Route stickers **or Stamp Cards** shall be issued at registration. The Route Sticker/**Stamp Card** is solely the rider's responsibility.
- 25.2 The rider must ensure that the sticker is securely placed on the left-hand side of the crash helmet above the Goggle band.
- 25.3 Route Stickers/**Stamp cards** are to be marked at each of the checkpoints around the course on every lap. Only one mark must be made at each checkpoint, either on the stamp card or the helmet sticker
- 25.4 Failure to mark at any one of the checkpoints will render the rider liable to a penalty. Riders shall be penalised 15minutes for 1 checkpoint missed, 30 minutes for 2 on the same lap and 1 lap +penalty for 3 or more on the same lap
- 25.5 The rider shall be penalised 1 lap for the loss of the Route Sticker, or Stamp card. In the event of a rider losing his sticker, a replacement sticker will be issued.
- 25.6 It is the responsibility of the rider to hand in the Route Sticker to the officials as soon as possible after finishing or retiring from the race. The Route Sticker to be stuck to the back of the prescribed, completed Evaluation Form.
- 25.7 Rider's stickers or Stamp card will be checked by the scorers at the end of the race. The Chief Scorer who is a Judge of Fact, the Clerk of the Course, plus any Judge of Fact in the race control area will resolve any discrepancies.
- 25.8 The onus rests on the competitor to hand in their Route / Helmet Sticker, or stamp card at Race Control if he/she fails to finish the event.

26. **RETIREMENT & INCIDENT REPORT FORMS**

- 26.1 Should a competitor retire from the event he/she is to immediately notify the nearest Marshall/Official of this fact, in writing. Competitors who have retired from the event must proceed to Race Control as soon as possible, and hand in their Sticker/Route Card and complete an Incident Report Form.
- 26.2 Failure to notify the organizers in writing within one (1) hour of retiring from the event or failing to complete an Evaluation Report will result in a fine being imposed on the competitor or in the competitor being awarded a non-finisher status. Refer SSR 347 in the 2019 MSA SA National Cross Country Mcycles & Quads SSR's.
- 26.3 Competitors to please report damage to fences, gates etc., so that the necessary repairs can be done.

27. **RESULTS**

- 27.1 The rider who completes the most number of laps in the lowest net time, after the addition of any penalties or adjustments, will be declared the winner.
- 27.2 Scoring will be in accordance with these or any subsequent rules duly issued.
- 27.3 The provisional results shall be read and checked by the chief scorer and checked and signed by the Clerk of the Course, and then posted on the official race noticeboard.
- 27.4 The chief scorer and assistants shall be available during the protest period to answer any queries.
- 27.5 The protest period will be 30 minutes from the time of the posting of the provisional results. Refer to 2019 MSA GCR Handbook.

28. **CONDUCT**

At any event a rider is responsible for, and liable for, the actions or omissions of any person accompanying him. Offences will be severely dealt with according to MSA Rules, whether they relate to dangerous, inconsiderate or any other unacceptable conduct.

29. **TROPHIES**

- 29.1 Medals or trophies will be awarded to the top positions, 3 in each class, and then depending on number of entries.
- 29.2 The MSA Regional Committee awards a trophy to the Regional Champion in each class
- 29.3 Annual club championship trophies will only be awarded up to a maximum of 3 places for each class for KZN Junior Racing club members only.

30. **PENALTIES**

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| 30.1 | Failing to hand in incident report form | R250.00 fine |
| 30.2 | 1 missed checkpoint on a Lap | 15 minutes |
| 30.3 | 2 missed checkpoints on a Lap | 30 minutes |
| 30.4 | 3 or more missed checkpoints on a Lap | 1 lap |
| 30.5 | Loss of a Clock Card or Route Sticker on any lap | 1 lap |
| 30.6 | If a competitor returns an unrealistic fast lap time and it is obvious that the competitor has deviated from the route thereby gaining a time advantage over other competitors | 30 minutes per occurrence plus the estimated time advantage gained by the deviation/s |
| 30.7 | Failing to refuel on an environmental mat | 60 Minutes |
| 30.8 | Failing to have a 2.5kg fire extinguisher available | 60 Minutes |
| 30.9 | Jumping queues at checkpoints | 30 minutes |
| 30.10 | Rider replenishment at the time check control table | 1 minute |
| 30.11 | Executing a flying finish | 1 minute |
| 30.12 | Failing to Stop at a Road Crossing | 60 Minutes |

31. **EXCLUSIONS**

- 31.1 A rider or his Pit Crew not wearing a crash helmet whilst riding a Motorcycle
- 31.2 Knowingly proceeding down the route in the wrong direction.
- 31.3 Behaving in a manner likely to prejudice the interest of motorsport generally.
- 31.4 Driving dangerously or without due consideration.

- 31.5 Carrying any passengers other than officials or stranded competitors.
- 31.6 Consuming drugs or alcohol prior to, or during the race
- 31.7 Any rider found to have ridden over or in the vicinity of the route for a period of 30 days prior to an event.
- 31.8 No swapping of motorcycles is permitted during the race.
- 31.9 Any rider seen on taped off/excluded areas, or disobeying instructions given at riders' briefing concerning no-go routes or areas.
- 31.10 After cut off time riders shall not be permitted to ride motorcycles on the track, in the pit area or car park.
- 31.11 Contravention of SSR 344 of the 2019 MSA SA National Cross Country Mcycle & Quad SSR's

32. SERVICE CREWS/OUTSIDE ASSISTANCE:

- i) 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.
- ii) 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.
- iii) Any assistance to a rider, such as changing goggles; receiving drinks etc. may not take place within 10 metres of any checkpoint or of Race Control.
- iv) The term "outside assistance" refers to the act involved when any person, other than the rider or an official performing his duties, comes into contact with the motorcycle.
- v) Outside assistance may be given by:
 - a) An official (listed in the SR's and/or Final Instructions as being authorised to assist competitors) of the event. If a competitor is assisted by an official, the competitor must remain co-responsible to adhere to the SSR's and SR's.
 - b) Another competitor who is still actively racing and eligible to be classified as a finisher.
 - c) Competitors who have retired or crossed the finishing line may not render assistance.
 - d) Outside assistance from any other source is prohibited.
- vi) Where assistance is offered by an official, this assistance must be offered to all competitors.

32. GENERAL

- 32.1 Sections of the route may be along narrow roads and tracks. Slower competitors are asked to move over as soon as possible to allow faster riders to pass.
- 32.2 In the event of an injury, competitors are expected to stop and render whatever help may be needed. Injured riders may suffer further injury should they be moved, and riders are asked to try and obtain assistance from First Aid before attempting to move the injured party in any way.
- 32.3 No rider will jump queues at checkpoints, bottlenecks, and race control.
- 32.4 No monies will be refunded to the rider who enters and does not start the race, unless organisers are advised by close of registration on race day of the withdrawal
- 32.5 No monies will be refunded to any rider who comes under starters orders.
- 32.6 Any item not specifically allowed will be deemed to be not allowed
- 32.7 Unless notified in writing to the contrary, entries are deemed to be accepted.
- 32.8 Any relative/pit crew/associate found on the track other than at a designated spectator point, without the permission of the Clerk of the Course shall be liable for disciplinary action, with a fine of R200.00 being imposed payable in terms of 2019 MSA GCR Handbook. Course setters who have family that participate are not permitted on the track.
- 32.9 Any rider disqualified and excluded from the results at a disciplinary hearing may not use that race as his "discard" race for Series results.
- 32.10 Wheel size for 65cc, 85cc and non-championship club classes up to 150cc 4-stroke, not to exceed 19-inch front and 16-inch.
- 32.11 Wheel size for 125cc / 200cc 2-stroke and 250cc 4-stroke not to exceed 21-inch front and 19-inch rear.
- 32.12 For a Regional Event to be held in conjunction with a National Event, the Rules pertaining to

the National may be applied in all aspects of the running of the race except for the description of the track, where Regional restrictions on speed and track design will apply.

32.13 All riders need to have completed 1 lap to be a finisher. The number of laps scored will be the number of Laps completed. (A breakdown laps will be disregarded)

33. OVERALL REGIONAL NON-CIRCUIT CHAMPIONSHIP (JUNIOR)

Open to all Regional and National non-circuit licence holders. This Championship is open to 125cc 2-stroke and 250cc 4-stroke riders. The Championship will be scored from the MSA Points obtained from the rider's best

2 races from the following disciplines: Regional Enduro, Regional Harescramble and 2 heats in Motocross (the 125cc 2-stroke and the 250cc 4-stroke to compete in the relevant Regional MX classes). Unfortunately, the 65cc & 85cc class will not qualify, as they do not have an Enduro Series.

34. **KZN Regional Cross Country Super Series Championship.**

A Regional High School Cross Country Enduro Super Series Championship to be scored from the MSA points obtained from the riders best 4 races from the Regional Enduro and the Regional Xcountry disciplines. This Championship is applicable to the 125 Highschool classes

ALL COMPETITORS AND NON-COMPETITORS MUST WEAR HELMETS WHEN RIDING THEIR BIKES AT RACING EVENTS