2020 MSA SOUTH AFRICAN NATIONAL CROSS COUNTRY MOTORCYCLE STANDING SUPPLEMENTARY REGULATIONS

As at ***22.01.2020 (162138/***134***)***

Regional and Club category specific regulations may not be in conflict with National SSR's. Where individual facet regulations are silent on an issue, and in the event of any dispute, these National SSR's will take precedence.

These SSR's are applicable to Junior and Senior Cross Country Motorcycle and Quad Championships

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SSR:

A) INTRODUCTION:

A1) 2020 SUPER SERIES CHALLENGE

- ***Combination of 4 X National Cross Country Motorcycle Championship and 4 X National Enduro Championship events***
- ***Total of 8 rounds with the 6 best rounds to count towards the Super Series Challenge***
- ***Following classes will be offered:***
  - ***SS-Pro (E1, E2, OR3, OR2, OR1)***
  - ***SS-Elite (Seniors, Masters)***
  - ***SS-High School (High School)***
  - ***SS-Junior***
  - ***SS-Clubman (Regional, Clubman and WOW) / Limited to Non-National Licence Holders***
- ***SS-Pro class will be scored on overall positions for allocation of points***
- ***SS-Elite, SS-High School, SS-Junior and SS-Clubman points awarded will be as per the standard scoring in each class per rider.***
- ***Trophies will be awarded at the end of the season for each class as the King of Dirt Super Series Challenge Champion.***

A2) 2020 CLUBMAN SUPER SERIES INCENTIVE PROGRAM –

- ***Eight (8) rounds with the best six (6) results to count***
- ***Challenge is limited only to Non-National MSA licence holders***
- ***Tokens will be awarded accordingly:***
  - ***5 Tokens for Starting each race***
  - ***Additional 5 tokens for finishing each race***
  - ***10 Tokens for 1st place***
  - ***9 Tokens for 2nd place***
  - ***8 Tokens for 3rd place***
  - ***7 Tokens for 4th place***
  - ***6 Tokens for 5th place***
  - ***5 Tokens for 6th place***
  - ***4 Tokens for 7th place***
  - ***3 Tokens for 8th place***
  - ***2 Tokens for 9th place***
  - ***1 Tokens for 10th place***
- ***Each Token represents one entry into a lucky draw at the end of the season for the final prize of:***
  - ***1st place (R15 000.00)***
  - ***2nd place (R10 000.00)***
  - ***3rd place (R5 000.00)***

321) <u>CONDITIONS AND AIM OF THE SOUTH AFRICAN ***NATIONAL*** CROSS COUNTRY MOTORCYCLE CHAMPIONSHIP</u>

a) For a ***National*** championship to be declared, there must be a minimum of eight (8) starters per National class calculated over the total number of rounds in the championship.

b) For an Interprovincial Challenge to be declared, there must be a minimum of six (6) starters calculated over the total number of rounds in the Challenge.

c) All entries must appear on the result sheets.

d) DNF and DNS's need to be clearly indicated on the Clerk of Course signed result sheets.

e) The South African National Cross Country ***Motorcycle*** championship will comprise ***four (4) events, with all to count.***

f) Competitors may ***not compete in more than one National Class.*** Where National events include a Regional event, competitors competing in both National and Regional ***classes*** may score in the same National / Regional class***es***.

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

h) Motorcycles - The aim of the ***South African National Cross Country Motorcycle*** Championship is:

i) To declare a South African ***National*** Cross Country Motorcycle Champion in the OR1, OR2, OR3, Seniors, Masters and High School classes.

ii) To declare the South African ***National Cross Country Motorcycle*** Manufacturers Champion.

iii) To declare a Junior Cross Country Motorcycle Interprovincial Challenge Class Winner.

322) SCORING

a) The riders in each class and those that contribute towards the Manufacturers' Championship / trophy on the day, as well as overall results, will be awarded with points according to the following scale:

1st – 25	2nd – 22	3rd – 20	4th – 18	5th – 16
6th – 15	7th – 14	8th – 13	9th – 12	10th – 11
11th – 10	12th – 9	13th – 8	14th - 7	15th – 6
16th – 5	17th – 4	18th – 3	19th – 2	20th – 1

b) Separation of ties:

In case of ties in the results at the end of the day, the riders concerned will each receive the points to be awarded for this place, and the next classified rider will receive the points according to his/her position.

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 this, thirds and so on. If this is still ineffective, the MSA ***Cross Country Motorcycle Working Group*** will make a recommendation to MSA ManCom for consideration to declare the winner on such basis as it deems fit.

323) CLASSIFICATION AND TIME BAR

a) Classification:

In order to be classified as a finisher of an event, a competitor must complete ***75% of*** the full distance of the ***entered class at the*** event, as specified in the Supplementary Regulations (SR's) / Final Instructions or any other official notice published by the Organisers***/Promoters*** (in consultation with the Clerk of the Course) within the time provided and under their own power.

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, but not limited to, any of the following 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 and Stewards, in their sole discretion, deem 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 all competitors 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 Supplementary Regulations (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/her discretion extend or amend the time bars as advised in the Supplementary Regulations (SR's) on the day should circumstances dictate. In determining time bars, Organisers/Promoters should set the time bars on safety and organisational deadlines rather than intending them to be punitive.

324) AWARDS

a) Classes: 1st to 3rd in each class
b) Manufacturers ***Trophy***: Overall Motorcycle
c) Points will be awarded to the top finishing motorcycle of each manufacturer from each of the Championship classes. Should a class 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.
d) Finishers Badges must be awarded to all finishers. Organisers***/Promoters*** reserve the right not to award finishers badges to competitors who fail to hand in an Event Evaluation Report Form.
e) All awards will be distributed at prize giving.
f) 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/her permission to be absent from the function.

325) ELIGIBILITY OF COMPETITORS – Refer GCR 227 & 228 ***and SSR 351 i (i)***

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

a) All Entrants and Riders must hold a valid ***MSA*** competition license applicable to the status of the event ***/ class***. These licenses must be presented at documentation.
b) Where the entrant is not the rider, an Entrants license must be obtained from MSA prior to the submission of the entry. Failing this, the entrant's name will not be published in any documentation for the event. Organisers/Promoters need to ensure that provision is made for the Licenced Entrant to sign on next to their rider's name at event documentation – Refer to GCR 113 (xv).
c) The minimum age to compete at National and Regional level shall be as per SSR 330.
d) Competitors in the year of their 15th birthdays are only permitted to ride a 125cc 2-stroke motorcycle.
e) Competitors under the age of 18 years old may only race in classes permitted in terms of SSR 330.
f) WOW ***Class /*** Competitors:
   - ***i) Annual WOW licences will no longer be available for purchase.***
   - ***ii) Competitors will only be permitted to purchase a maximum of three (3) one event WOW licences during the course of 2020, and only via the MSA online licensing system (www.msaonline.co.za).***
   - ***iii) All riders wishing to obtain a WOW licence shall first be required to become a member of a MSA-affiliated event organising club, prior to the purchase of a WOW licence.***
   - ***iv) Each one event WOW licence will need to be signed off by the Clerk of Course (COC) at the event and forwarded to the competitor's club secretary to keep on record.***
   - ***v) Once three (3) WOW one event licences have been purchased during 2020, competitors wishing to take part in any further MSA-sanctioned events will need to liaise with their club secretary to pay for one of the four (4) options on MSA's Group Personal Accident insurance cover.***
   - ***vi) The club secretary will in turn liaise with MSA in order for the competitors concerned to be issued with an annual club licence at no cost.***
   - ***vii) Entry fees for the WOW class at events shall be the same amount as for the Club class.***
   - ***viii) Competitors with WOW Licences will need to be timed and reflect on the event results, but will not garner any points / trophies, except for a finishers medal if same is offered by the organisers of the event.***
   - ***ix) Competitors with WOW licences may only participate in the WOW class, which shall start behind all the other classes offered at the event.***
   - ***x) Age and engine capacity regulations as per the Enduro and Cross Country Motorcycle SSR's must be adhered to at all times with regard to the WOW class.***
   - ***xi)*** WOW competitors shall complete a shorter race distance than the full National class distance, at the discretion of the Race Organisers ***in consultation with the Clerk of the Course.***

326) ENTRIES

a) The maximum entry fee for National events held over one day is R1 400.

b) For National events, the late entry fee will be an additional R200.

c) 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 entry fee.

d) ***WOW class entries will pay the same entry and timing fees as for the Club Class.***

e) ***Entry fee for Clubmans and Juniors will be R700.00.***

f) 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.

g) Entries will close five (5) days before the event in the case of National events.

h) Late entries will be accepted at the discretion of the Organisers***/Promoters***; however, the conditions of late entry must be published in the Supplementary Regulations (SR's) and must be adhered to.

i) Entry Fees include the MSA Non-Circuit Motorcycle Commission levies; ***however this will not be applicable for the 2020 season.***

j) Refusal of entry – Refer GCR 99 and 100.

327) THE STEWARDS OF THE MEETING (Refer to GCRs 152 and 154)

A series MSA Steward and Clerk of the Course may be appointed by the ***MSA Cross Country Motorcycle Working Group*** and ratified by the MSA Sport Co-ordinator.

328) GENERAL CONDITIONS FOR ALL MOTORCYCLES AND QUADS AND ESSENTIAL EQUIPMENT

a) All Motorcycles and Quads must:

i) Be fitted with ball-ended clutch and brake levers even if 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) Comply with the following articles of the FIM Technical Rule for General and Enduro Section: *01.31 EXHAUST PIPES / 01.79 SOUND CONTROL.*
These articles can be accessed on the FIM website - http://www.fim-live.com/en/library/download/73533/no_cache/1/
The maximum allowed decibel reading is 112 dB/A measured with the "2 metre max" method for motorcycle & quad categories.

ix) Display advertising decals supplied by the overall championship sponsor/s and/or individual event sponsor/s**,** where applicable. These decals must be displayed as per the Organisers***/Promoters*** instructions – Refer 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 rectify compliance – Refer SSR 351 i) (ii).

x) Number boards must be as per the Commission's number board template ***– Refer to SSR 329.***

b) 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 working 'Dead Man" kill switch, which must be attached to the rider at all times whilst operating the quad – Refer SSR 351 b) (iv)

c) Competitors may display their own sponsor's decals and logos on their clothing and no Organiser***/Promoter*** 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.

d) All Riders must carry, at all times whilst racing, a First Aid Kit as detailed below:

- 1 x Medical Board
- 1 x Space Blanket (protects from rain and sun as well as can be used to heat cold person and also can be used as a signal device)
- 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 100x100mm (this can be used as a cold compress, antiseptic dressing and burn dressing)
- 1 x CPR mouthpiece (recommended)
- 4 x Pain Killers
- 4 x Plasters (range of sizes)
- 1 x Pair Surgical Gloves
- Non-compliance will incur a thirty (30) minute penalty – Refer SSR 351 e) (i)

e) Each competitor will be issued with a helmet medical information sticker which must be completed and attached to the rider's helmet.

f) 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. Time card to be handed in when the rider finishes racing.

g) Every competitor must carry a minimum of one litre of drinking fluid at the start of an event.

h) 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.

i) All motorcycle/quad competitors must wear suitable protective clothing, with a minimum standard of gloves, motocross type pants and motocross type boots reaching above the calf. Chest protectors and neck braces are highly recommended ***for all riders in all classes. They must be of a hard plastic material and not a ROOST protector.*** Competitors without suitable protective clothing may not be permitted to start an event. Only motocross full-face type helmets will be allowed and are 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. Refer to GCR 239 and SSR 351 e) (iv).

j) Scrutineering – Refer GCR 166, 245, 246 and 247. A self-scrutineering form shall be given to each rider at documentation. This form will be completed and handed to the officials prior to the start of the event. Random scrutineering may be carried out before, during and after the event to test the accuracy of the information as per the scrutineering form ***– Refer SSR 351 g) (vii) and (xvi)***. Organisers***/Promoters***, through the appointed officials, are required to check at least 10% of the entries for conformity to the self-scrutineering form. Offenders will be dealt with by the Clerk of the Course ***– Refer SSR 351 e) (ii).***

k) Cameras and Recording Devices – No camera or recording device may be fitted to the crash helmet or anywhere on the body of any competitor. Offenders shall not be permitted to take part in the event until such time as the area of non-compliance is rectified – Refer GCR 124 and SSR 351 i) (ii).

329) NUMBERS & BACKGROUND COLOURS

a) All competitors must have a MSA-issued competition number.

b) National, Regional and Club numbers will be allocated as follows:

Motorcycles:

1 – 20 - Will be seeded on overall National Championship classes for Cross Country Motorcycles (Classes that ran full distance in ***2019***).

21 – 999 - Will be reserved for Enduro and Cross Country Motorcycle National and Regional competitors.

Quads:

L1 – L999 - Organisers***/Promoters*** reserve the right not to award finishers badges to competitors who fail to hand in an Event Evaluation Report Form.

Junior Numbers:
J101 – J500

Club Numbers:

C1 – C999 - Will be reserved for Enduro, Cross Country Motorcycle and Cross Country Quad Club competitors

WOW Numbers:

W1 – W999 - WOW competitors ***– only valid for 3 events***

c) Race numbers can only be reserved once a ***2020*** MSA competition licence has been purchased. Numbers will be allocated on a first come first served basis. For further information, please contact Carmen Hill at MSA Head Office (carmen@motorsport.co.za).

d) All motorcycles and quads must bear the MSA allocated competition numbers on the front (facing forward), left and right hand side of the motorcycle and on the front (facing forward) and rear (facing backward) of the quad. 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/***Promoter***, and no Organiser***/Promoter*** has the right to request that any such appropriately issued number be changed.

e) All competitors competing in Cross Country events must have obtained the appropriate Cross Country Class number.

f) The following colour coded backgrounds and coloured numbers will be applicable for the relevant classes at all Cross Country events:

MOTORCYCLE CLASS	**LICENCE**	**NUMBER COLOUR**	**BACKGROUND COLOUR**
Class Leaders	Nat	White	Red (per event)
OR3 (200cc)	Nat / Reg	White	Green
OR2 (250cc)	Nat / Reg	Black	White
OR1 (Open)	Nat / Reg	White	Black
High School	Nat / Reg	Navy Blue	White
Seniors	Nat / Reg	Red	White
Masters	Nat / Reg	White	Blue
Junior class – Junior 50cc	***Reg***	***Black***	***White***
Junior class – Junior 65cc	***Reg***	***White***	***Black***
Junior class – 85cc Jnr	***Reg***	***White***	***Orange***
Junior class – 85cc Snr	***Reg***	***White***	***Blue***
Club	Club	Black	Yellow
WOW Class	WOW only	Any Colour	Any Colour

QUAD CLASS	LICENCE	NUMBER COLOUR	BACKGROUND COLOUR
Regional Classes	Reg	White	Black
Junior Quads	***Reg***	***White***	***Black***
Ladies Regional Class	Reg	Black	Pink
Club	Club	Black	Yellow
WOW Class	WOW only	Any Colour	Any Colour

g) NOTE: Competitors with incorrect numbering / colouring will not be permitted to start an event – Refer SSR 351 i) (iii)**.**

h) ***As the national Enduro and Cross Country classes are not fully aligned in all instances, it may occur from time to time that a rider who participates in both forms of the sport may have a race number on his motorcycle that does not comply with the colour requirements for the numbers and backgrounds. In such instances, the rider/s concerned shall be required to display a temporary letter "E" (riders competing in an Enduro on Cross Country number colours and backgrounds) or a letter "X" (riders competing in a Cross Country event on Enduro number colours and backgrounds). These letters ("X" & "E") shall be temporary in nature (duct tape or similar) and shall be displayed in front of the race number.***

i) Number boards and size of numbers:
The required minimum size of number boards is as follows:
Quads: Front 180 x 180mm, Rear 200 x 200mm
Motorcycles: Front & Sides 210 x150mm (Width & Height).

j) 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.

330) <u>CLASSIFICATION AND SPECIFICATIONS FOR CROSS COUNTRY MOTORCYCLES</u>

a) OR3 (200cc) 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 16th birthday and older – Refer SSR 325 c) and e).

b) OR2 (250cc) 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 18th birthday and older – Refer to SSR 325 c) and e).

c) OR1 (Open) 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 18th birthday and older – Refer SSR 325 c) and e).

d) Seniors Class:
Open to competitors from the year of their 36th birthday and older. Any capacity motorcycle may be used.

e) Masters Class:
Open to competitors from the year of their 46th birthday and older. Any capacity motorcycle may be used.

f) High School Class:
Open to competitors from the year of their 15th birthday – 18th birthday. Restricted to motorcycles with an engine capacity not exceeding 125cc 2-stroke – Refer to SSR 325 c), d) and e).

g) ***Junior Classes:***

i) ***Senior 85cc Motorcycles – Open to competitors from the year of their 13th birthday, to 31st December of the year in which their 15th birthday occurs. The maximum permissible capacity is 85cc 2-stroke or 150cc 4-stroke. (Minimum wheel size 14" rear 17" front, Maximum 16" rear and 19" front).***
<u>Please note</u> – This class is to form part of the Junior Interprovincial Challenge.

ii) ***Junior 85cc Motorcycles – Open to competitors from the year of their 8th birthday, to 31st December of the year in which their 13th birthday occurs. The maximum permissible capacity is 85cc 2-stroke or 125cc 4-stroke air cooled. (Minimum wheel size 14" rear 17" front, Maximum 16" rear and 19" front).***
<u>Please note</u> – This class is to form part of the Junior Interprovincial Challenge.

iii) ***Junior 65cc Motorcycles – Open to competitors from the year of their 7th birthday, to 31st December of the year in which their 12th birthday occurs. The maximum permissible capacity is 65cc 2-stroke or 85cc auto or 110cc 4 stroke (Minimum and maximum wheel size 12" rear 14" front).***
<u>Please note</u> – This class is to form part of the Junior Interprovincial Challenge.

iv) ***Junior 50cc Motorcycles – Open to competitors from the year of their 5th birthday, to 31st December of the year in which their 9th birthday occurs. The maximum permissible capacity is 50cc.***

v) ***Junior Quad - Open to competitors from the year of their 10th birthday, to 31st December of the year in which their 16th birthday occurs.***
The maximum permissible capacity is 240cc Air cooled 2 stroke, 200cc water cooled 2 stroke, or 400cc 4 stroke. 400cc Quads Engine and chassis configuration to stay as per manufacturer specifications, including bore and stroke. No further restrictions. No 450cc quad that is downgraded to 400cc may be used. For riders under the age of 12, the maximum permissible capacity is 200cc Air cooled 2 strokes or 350cc air-cooled 4 strokes. Engine and chassis changes are unrestricted. Engine and chassis configuration to stay as per manufacturer specifications.

h) WOW Class:
Engine capacity and age restriction as per above **–** Refer SSR 325 c), d), e) and f).

331) <u>CLASSIFICATION AND SPECIFICATION FOR CROSS COUNTRY QUADS</u>
Ages and engine capacity as per Regional Regulations.

332) <u>KTM FREERIDE</u>
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.

333) <u>PRE-RACE PRACTISING</u>

a) Any competitor who has been found to have walked, ridden (any form of transportation) or practiced on the route at any time during the twenty-eight (28) days preceding the event, will be precluded from participation or subsequently excluded – Refer SSR 351 g) (iii).

b) The foregoing, however, does not apply to legitimate participation in a MSA sanctioned event, which may have crossed or used roads forming part of the event's course within the last twenty-eight (28) days.

c) All ***actions /*** decisions in this respect will be adjudicated by the Clerk of the Course ***of the upcoming National event***.

d) Walking the start (first 300 meters or first 2 turns whichever is furthest) of a Cross Country event is permitted

e) ***Should a rider be requested to assist with the marking of the route, the penalty will not be enforced, provided this rider has completed two full days of route assistance, however written permission from the Clerk of the Course and the Organisers/Promoters will need to be submitted to MSA.***

334) RIDERS BRIEFING

a) Organisers***/Promoters*** must have a compulsory riders briefing and all riders are required to attend – Refer SSR 351 b) (v).

b) Any verbal instructions given by the Organisers***/Promoters*** at the briefing will be binding on all competitors.

c) Organisers***/Promoters*** must supply a PA system for riders briefing. Instructions given at riders briefing may not contradict General Competition Rules (GCR's) or Standing Supplementary Regulations (SSR's) but may amend Supplementary Regulations (SR's).

d) Such amendments to be notified by an official bulletin and posted on the official notice board immediately after riders briefing.

e) ***Details such as the following, must be mentioned and discussed at riders briefing, at the minimum:***

i) ***Distance of route***
ii) ***Number of laps per class***
iii) ***Number and nature of check/marshal points***
iv) ***Time bars***
v) ***Route description***
vi) ***Number and nature of road crossings***
vii) ***Start time and order***
viii) ***Affirmation of rules and what officials will be on lookout for on the day***
ix) ***Unique circumstances that may affect the race on the day (weather, etc.)***
x) ***Any other points that official feel warranted***
xi) ***Event sponsors (if any) to be thanked***

335) TESTING AREA

Organisers***/Promoters*** must supply a testing area to jet and test motorcycles and quads**,** subject to the following:

a) Testing will be allowed on race day from the commencement of documentation until thirty (30) minutes prior to the start of the race.

b) Be at least 300m in length in a single direction with a clear return route that does not interfere with the test strip.

c) Marked as per route markings and with a clear entrance, exit and directional signage.

d) The jetting strip is for jetting purposes and set up only. It 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.

e) A minimum of helmet and boots must be worn at all times on the jetting strip.

f) 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***/Promoters*** or event medics are not duty bound to attend to them.

336) PRE-RACE / IMPOUND PADDOCK

a) 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 will start at the back of the field in order of arrival at the Pre-Race Paddock gate. Failing to comply will incur a five (5) minute penalty – Refer SSR 351 b) (iii).

b) There may be a compulsory impound paddock after completion of the day's racing – Refer SSR 351 g) (xxiii). Release from this paddock, if used, will be subject to the discretion of the Clerk of the Course.

c) Impounds will be provided at the discretion of the Organisers***/Promoters*** and, where circumstances require an impound, a closing and opening time will be published. While Organisers***/Promoters*** must make every attempt to make the impound secure they cannot be held responsible for any damages or losses.

d) Competitors and/or crew are prohibited from entering the Pre-Race Paddock Area without the Clerk of the Course's permission except when placing a motorcycle/quad in, or removing a motorcycle/quad from, such a facility – Refer SSR 351 g) (xxii).

e) ***All GPS units, which must be attached to the race bike at all times during the race, must accompany that race bike into the impound area, and may not be removed from the bike until the bike has been released from the impound area by a race official.***

f) ***Race officials may remove GPS's from the race bikes whilst in impound for the purposes of downloading the race data on the GPS units in question. In such instances, the onus will be on the rider to reclaim his/her GPS unit(s) from the race officials once the download is complete, and only after the impound area has been officially opened.***

g) ***Organisers/Promoters are required to institute a functional system of recording and naming ownership of impounded GPS's.***

337) ROUTE

a) All National Championship events will:

i) Cross Country Events: An ideal course will be set in a closed environment, on agricultural, timber or sugar cane farmlands or bush and veld areas, utilising cane breaks, little used farm roads and contour roads and tracks as well as paths through timber plantations, and venturing into rougher territory, such as river crossings. A course will ***generally*** consist of between forty (40) and fifty (50) kilometres, depending on difficulty. The course should provide a test of skill with reasonable intervals with speed sections.

ii) Cross Country Marathon Events: Two days of racing will be considered to be two individual events. Each event ***generally*** covers a race distance of between three hundred and fifty (350) to five (500) hundred kilometres per day, and traverses natural terrain typical to the geographical location of each event.

iii) ***Motorcycles*** and Quads will start on separate times as stipulated in the Supplementary Regulations (SR's):

- Racing Section 1 (Time Trial – ***only applicable to National Classes***) which will ***generally*** be between 40 - 50 kilometres in length (subject to terrain).
- Racing Section 2 will ***generally*** be between 300 - 400 kilometres in length ***– Maximum sixty (60) km route.***
- The following National Motorcycle Classes will do full distance: OR1, OR2, OR3, Seniors and High School.
- The following National Motorcycle Classes will do approximately 75% distance: Masters
- ***The distance for the Junior Interprovincial Challenge class will be decided by the Organisers/Promoters in consultation with the Clerk of the Course.***
- ***The Time Trial loop will be utilised for the Junior Interprovincial Challenge class.***

b) ***For all events, event*** Organisers***/Promoters*** will, via the Supplementary Regulations (SR's) for the***ir*** events, advise competitors of the intended route layout and estimated average speed for the leaders.

c) The route should be planned in such a way that the average speed of the leader will be suitable to the event and ***be*** dependent on the terrain.

d) No motor vehicles will compete in the same race ***together*** with quads and motorcycles ***in multiple lap-type events***, unless on completely separate and different routes with no common sections.

e) For events which comprise only one lap exceeding 200km in length, MSA may permit motor vehicles to utilise the same route as motorcycles and/or quads, subject to the following:

i) The race organisers shall satisfy MSA regarding the measures that will be put in place to ensure that a reasonable level of safety is maintained.

ii) ***Such measures shall take into account which race vehicles are likely to be quickest depending on the terrain to be used and shall include provision for both sufficient gaps in the starting order and interim time bars (which must be strictly enforced) along the route to prevent as far as possible motor vehicles becoming mixed up with motorcycles and/or quads during racing.***

iii) ***Motor vehicles that have come to a stop on or near the race route, for whatever reason, must ensure that a caution board is appropriately placed 100m before their vehicle to warn oncoming competitors of the stationary vehicle ahead.***

f) All events must have a wide track available for at least the first 200m to allow for abreast starting.

338) STARTING ORDER

a) Racing Section 1 (Time Trial) is compulsory for ALL National Classes.

i) Time Trial race start time for each competitor will be as published by the Organisers***/Promoters*** in the start order document.

ii) Race end time will be the final control flying finish time of each competitor. The elapsed times, including penalties, will be classified from shortest to longest. This will determine the start order for the main race.

iii) Protests received disputing the results of the Time Trial will be heard by the Stewards of the Meeting, and their decision will be final.

iv) Any rider not completing the time trial will be started after the slowest competitor in class according to championship points.

v) Time bar for finishing Racing Section 1 will be two (2) hours from the close of the Racing Section 1 time window. Competitors who did not finish Racing Section 1 will be allowed to start Racing Section 2.

vi) NO recoveries will be allowed between Racing Section 1 and the commencement of Racing Section 2 when these happen on the same day.

vii) Classes not competing in Racing Section 1 will start in championship order (Regional and then Club championships).

viii) ***Starting order for the Junior Interprovincial Challenge class will be determined by the Organisers/Promoters in consultation with the Clerk of the Course.***

b) Racing Section 2:

i) National Motorcycle competitors shall be started separately and according to times attained in Racing Section 1.

ii) National competitors who have completed Racing Section 1 within ten (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.

iii) Competitors finishing Racing Section 1 more than ten (10) minutes after the leading class competitor must be started in the remaining finishing order with dust gaps, determined by the Clerk of the Course based on the prevailing conditions.

c) Day 2 of a marathon event/'double header' for bike competitors will be started with 30 second dust gaps according to the combined results of the Time Trial and Racing Section 2. Dust gaps to be determined by the Clerk of the Course based on the prevailing conditions.

d) If the environment determines it necessary for safety reasons the Organisers***/Promoters*** are entitled to start competitors on dust gaps and disregard the elapsed time from Day 1 to calculate the results.

e) If a competitor is excluded from Racing Section 1 (the time trial) or Racing Section 2 it stands to reason that he/she has been excluded from the whole event and therefore cannot start Day 2 in the case of a marathon event/'double header'.

339) 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.

b) One colour must be used for the entire event unless exceptional circumstances dictate otherwise.

c) Each marker must present a "face" of approximately 100mm x 100mm to competitors.

d) 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 and penalised – Refer SSR 351 e) (iii).
   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.

e) Single confirmation markers: These must be placed at regular interval 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 closer than 100m together or in opposite directions, a marshal and/or bunting is required.

f) Danger markings should be used where an extreme change in terrain takes place.

g) Danger boards OR "Xmas Trees" made from barrier tape or Day-Glo stickers (in addition to the required "danger" board) must be placed at the actual danger point.

h) Where the route comes to a T-Junction at which there is barbed wire or game fencing this fencing should be dearly marked with barrier tape, wrapped in an arrow shape, indicating the direction of the turn.

i) On sections where there is any possibility that dust may obscure these marking, such T-junction must be treated as a danger section and marked with danger boards.

j) Where the obvious road is not a continuation of the route, green "no go" marking must be introduced.

k) ***If a rider comes across green markers, that rider must assume he/she has taken a wrong turn and is no longer on the planned race route.***

l) When laying out the route the Organisers***/Promoters*** should be conscious of providing ample overtaking opportunities.

m) 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.

n) Marshals are to be present at the start/finish to ensure good crowd control.

o) 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.

p) 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.

340) PUBLIC ROADS AND ROAD CROSSINGS ***– Refer SSR 351 xx)***

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***/Promoter*** that orchestrates an event that makes use of public roads without adherence to all the terms of this Standing Supplementary Regulation (SSR) will be subject to the severest sanction by MSA. The balance of this Standing Supplementary Regulation (SSR) will be rigidly enforced at all levels of racing. Where written permissions are requested they will in all respects comply with section 317 of the road traffic regulations which are stated hereunder:

"Racing and Sport on Public Roads" Section 317

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; or
   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 will organise 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 sub regulation (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 sub regulation (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 users, 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 is 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 WITH 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) Where the route crosses a road or railway line, a danger board with a black exclamation within a red triangle is placed 100m before the road or rail crossing, followed by a board with a black cross on a white background erected 50m before the road or railway line. A stop sign is erected at the edge of the road or railway line and must be visible to competitors allowing sufficient space to stop. It is compulsory to stop at this intersection. Competitors must ascertain whether it is safe to cross the road or railway line before proceeding. At least one foot needs to be placed on the ground when the rider comes to a standstill. The foot and bike must be stationary and no dragging is allowed. Non-compliance will incur a penalty – Refer SSR 351 c) (ii). Competitors ignoring a stop, road or rail crossing and not ensuring that it is safe to cross will be excluded – Refer SSR 351 g) (i).

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 boards 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 boards 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 riders briefing.

ix) No Organiser***/Promoter*** 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***/Promoter*** 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 ***Organiser/Promoter***, 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 appropriate by MSA – Refer SSR 351 h (iv).

b) Crosses but does not run along a Public Road:

i) Appropriate written permissions must be obtained from the relevant authority and Organisers***/Promoters*** must comply with the conditions of permissions granted.

ii) Stop warning boards advising of the crossing must be posted 50m before the crossing and a Stop board 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 stop board, 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 – Refer SSR 351 g) (i).

v) Competitors must look both to the left and right and only once they are sure that there is no oncoming traffic, they may proceed to cross the road.

vi) No Organiser***/Promoter*** or any official may orchestrate events which cross public roads without such permissions or compliance with granted permission from the relevant authority/ies.

vii) At least one foot needs to be on the ground when the rider comes to a standstill. The foot and bike must be stationary and no dragging is allowed. Non-compliance will incur a penalty – Refer SSR 351 c) (ii).

viii) Competitors ignoring a stop, road or railway crossing and not ensuring that it is safe to cross will be excluded – Refer SSR 351 g) (i).

c) Any other Road or Railway Crossings:
All provisions of SSR 341 4b) 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 – Refer SSR 351 g) (i).

341) <u>ROUTE DIRECTION & DEVIATION</u>

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***/Promoters*** and by the route marking – Refer SSR 351 g) (v).

b) No competitor may deviate more than 20m from the marked or defined route – Refer SSR 351 g) (xxv).

c) Any competitor leaving the route must re-join at the same point where he left it – Refer SSR 351 g) (v).

342) ROUTE CONTROLS

a) Timing Controls:

i) 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.

ii) 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 GCR 272 (v).

iii) Early departure from controls (jump starts) will carry a five (5) minute penalty – Refer SSR 351 b) (i).

b) Route Check Controls:

There should be at least one route check control for every sixty (60) kilometres 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.

ii) The recording of time and sequence will only be used to determine whether the competitor has passed through the controls in the correct sequence ***– Refer SSR 351 f) (i) and SSR g) (ii).***

iii) 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:

i) Competitors must approach and pass through all controls from and in the direction indicated by the route and route marking.

ii) The controlled area at all controls will be determined by signal boards. The first board (M or 50m stop) will delimit the start of the control area.

iii) The second board will be a stop board where the competitor will be required to stop and will delimit the end of the control area.

iv) 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 – Refer SSR 351 g) (xvii).

v) No waiting time will be allowed.

vi) Above excludes the pit lane.

e) Sequence through Controls:

i) Competitors are to note that their sequence and time through controls will be recorded by officials on sequence sheets.

ii) 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 – Refer SSR 351 g) (xiii).

f) Decontrol Clocks:

Decontrols ***may be implemented at the discretion of the Organisers/Promoters, taking the wellbeing of riders into account. Where decontrols are implemented, this shall be on the following basis:***

i) A minimum of fifteen (15) minutes at the pits at approximately 50% race duration.

ii) No Decontrol at any outside refuel. Minimum of two (2) safety marshals will be required on site.

iii) Organisers***/Promoters*** will maintain sequence and time sheets at the start and finish of the decontrol to confirm entry and exit order.

iv) Large display digital clocks are compulsory at the entry as well as the exit of decontrols.

v) Organisers***/Promoters*** 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.

vi) A fifteen (15) minute penalty will be applied for a competitor leaving the decontrol early as well as the time that he gained by starting early – Refer SSR 351 d) (ii).

343) SERVICE CREWS/OUTSIDE ASSISTANCE

a) Service crews and/or service vehicles are not permitted on the racing route – Refer SSR 351 g) (iv).

b) Service crews may not establish "spares depots", or leave spares, tyres, fuel, lubricants, etc. at any point other than the DSPs, 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.

c) The Clerk of the Course will decide**,** where necessary**,** what a reasonable amount of spares is to be carried by a competitor, but this should only be sufficient for his/her own use, such as spare cables, fuses, etc.

d) Outside assistance may be given:

i) By an official (listed in the Supplementary Regulations (SR's) and/or Final Instructions as being authorised to assist competitors) on the event. If a competitor is assisted by an official as listed in the Supplementary Regulations (SR's) the competitor must remain co-responsible to adhere to the Standing Supplementary Regulations (SSR's) and Supplementary Regulations (SR's)**.** Any breach thereof, regardless of the role played therein by an official shall result in action being taken against the competitor concerned, unless the competitor can prove that he/she was unable to persuade the official to act within the rules.

ii) 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.

iii) By another competitor who is still actively racing and is eligible to be classified as a finisher.

iv) Competitors who have retired or crossed the finishing line may not render assistance – Refer SSR 351 g) (vi).

v) Outside assistance from any other source is prohibited – Refer SSR 351 g) (iv).

vi) No assistance by service crews will be allowed at unassisted re-fuel points which are not DSP's.

344) REFUEL

a) Competitors must ***(compulsory) stop every time they enter the DSP, at their pit area to do a refuel, and must*** switch off their motors and dismount whilst refuelling – Refer SSR 351 g) (viii).

b) No competitor or service crew member may smoke within five (5) metres of a motorcycle/quad being refuelled – Refer SSR 351 g) (ix).

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 2,5kg or an equivalent Fire Stryker, to be located next to the vehicle being refuelled or next to the refuelling rig – Refer SSR 351 f) (ii).

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, not next to it, when refuelling and servicing is affected. At unassisted refuel points, the Organisers***/Promoters*** are to supply adequate mats – Refer SSR 351 d) (i)

e) There will be no outside unassisted refuel points.

f) At unassisted 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 competitors and officials 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. Refuel points must always be unassisted and de-controlled. Adequate signage indicating the start and end of a DSP or pits and refuel points must be clearly marked and visible to competitors.

g) Empty fuel drums must be removed from the refuel area/DSP by the competitor's service crew or race officials. Appendix 3 - Fuel Storage & Safety: Article 1.2 of the MSA Environmental Code refers. Failure to comply with this requirement will result in a fine as detailed in SSR 351 h) (ii).

h) The Organisers***/Promoters*** will collect fuel cans from the refuel points and return to the demarcated area at DSP as soon as possible after the event. Fuel cans must be collected as per the Supplementary Regulations (SR's). Any fuel cans not collected by the said time will be disposed of by the Organisers***/Promoters***.

345) USE OF GPS DEVICES

a) For safety reasons and the protection of landowners the use of a Commission-approved GARMIN GPS device will be compulsory at all events. No competitor may start an event without an approved and operational GARMIN GPS device.

b) The GPS must be mounted on the race machine in a position where it is visible ***at all times***.

c) GPS files with the routes will be available at all National events.

d) GPS devices may be randomly selected by race officials to check for any route deviations and must be made available on request – Refer SSR351 g) (xii).

e) The onus is on the competitor to ensure the GPS device is in good working order.

f) Recommended GPS devices: Garmin – eTrex, Dakota, Montana, Oregon or Zūmo.

g) The Garmin GPS device must comply with the following:

i) Must be Garmin technology.

ii) Must be able to load custom maps onto a SD or Proprietary Garmin Data Card, SD, Micro SD and Garmin Data.

iii) Must be able to record track logs with a minimum of ten thousand (10 000) points or more.

iv) Must be IPX7 rated (can handle wetness but not submersion).

v) Ideally should take an external antenna which should be mounted on the top of the motorcycle with the cabling safely routed and protected. Units which do not have an external antenna capability should be mounted as much into the open as possible in order to obtain the best possible satellite coverage.

vi) Power to any unit should be direct via Dual Fuses (positive and negative lines) from the battery.

vii) The GPS device must be cleared of all tracks before reporting to the GPS download officials.

346) COMPETITOR CONDUCT

a) Medical Boards:

Medical Boards must be carried by motorcycle/quad competitors with the competitor's name printed on it using a permanent marker pen. 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.

ii) 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.

iii) 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.

iv) 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.

c) Penalties:

i) 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 – Refer SSR 351 g) (xxx).

ii) 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.

iii) Misuse of the medical warning board will be treated as a serious offence and will be dealt with as such.

d) Compensation for competitors rendering medical assistance:

i) 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, ***GPS data*** 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 ***and the GPS reading.*** 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 and should be presented at documentation within thirty (30) minutes of the competitor finishing. Competitors must make use of GPS's to record exact time and place of assistance rendered.

ii) NOTE: Competitors failing to comply with the above procedure will not be afforded compensation. Similarly, multiple ***or unduly lengthy*** claims for attention to an accident victim that are obviously in excess of the attention required will similarly be disregarded. The onus is on the competitor to prove the time claimed – ***Refer SSR 351 a) (ii).***

e) Procedure:

i) In the event that a competitor ***arrives at the*** scene of an accident first, he/she is compelled to stop and render assistance to any injured competitor. Unconscious competitors may not be moved in the absence of medical personnel.

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, evidence will need to be obtained from the medics in support of riders claims.

iii) GPS devices must be used to record accurate times of arrival and departure once medical assistance arrives.

iv) GPS location must be reported to establish the co-ordinates of the location 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 relayed to the marshal for verification purposes.

f) Route:

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

ii) 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 them every opportunity to overtake, in the interests of fairness and safety.

iii) 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 appropriate action.

iv) 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.

h) Pits/Designated Service Points ("DSPs") and Refuels:

i) Competitors are allowed to proceed at idling speed only, maximum twenty (20) km/h and without recklessness, through any pit or DSP – Refer SSR 351 b) (ii).

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 penalised accordingly.

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

i) Responsibility of Competitors – Refer GCR 172 ***and SSR 351 g (xxiv)***

i) Each competitor is responsible for the behaviour and conduct of every person associated with him/her at a race. This includes the pit and surrounding area, spectator points and prize-giving venue. In particular, anyone other than an entered and licensed competitor (including service crews, children, friends, pets etc. associated with a competitor) found riding a quad, motorcycle, scooter or pit bike in or near any of these areas will cause any linked competitor/s to be excluded – Refer 351 c) (i) and SSR 351 g) (xxviii).

ii) Consumption of alcohol by anybody is PROHIBITED in DSP areas except at designated "bar" areas – Refer SSR 351 g) (xxix).

iii) For the entire duration of an event no competitor or his/her service crew, family or friends may drive or ride any vehicle on any public road in any way that endangers themselves or any member of the public or in any way transgresses any law applicable ***– Refer SSR 351 g (xix)***

iv) No competitor, service crew, family or friends may ride a motorcycle and/or quad on the event premises - before, during or after an event - without a helmet – Refer SSR 351 d) (iii).

347) EVENT EVALUATION FORMS

a) All riders are required to hand in an Event Evaluation Report Form, on which riders must clearly mark their completion of or retirement from the event. These forms must be handed in within one (1) hour of the rider finishing or retiring from the event. The fine for not handing in a fully completed Event Evaluation Report Form is Two Hundred and Fifty Rand (R250) – Refer SSR 352 h) (i).

b) 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 thirty (30) minutes of completing or retiring from the event – Refer SSR 351 g) (xxi).

348) TIMEKEEPING AND RESULTS

a) 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.

b) Organisers***/Promoters*** must provide a suitable area for time keepers which will be a restricted area and must provide adequate protection from inclement weather conditions.

c) Timekeeping equipment must be handled under the supervision of an official licenced timekeeper.

d) Provisional results should be posted as soon as possible, however the intended posting time of provisional results will be published in the Supplementary Regulations (SR's).

e) Timekeepers will be fined Two Thousand Five Hundred Rand (R2, 500) per hour for results that are late (maximum fine limit is Seven Thousand Five Hundred Rand (R7,500). Provisional results will only become final once they have been signed off by the Clerk of the Course in accordance with the stipulated time as published in the supplementary regulations – Refer SSR 351 h) (iii).

f) The Clerk of the Course and/or Stewards may have the right to remove any proven DNFs, who have been included in the results, up to 72 hours after the event.

g) Every timekeeper for an event needs to be licensed by MSA (without exception).

h) ***Only one timekeeping entity can be used on any given event, inclusive of National, Regional and Club competitors, where applicable.***

349) TRANSPARENCY

a) 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.

b) If a competitor requires this information in order to formulate a protest or appeal, the time limit for acceptance of protests shall be extended until thirty (30) minutes after this information has been provided.

350) ORGANISATIONAL REQUIREMENTS FOR SOUTH AFRICAN CROSS COUNTRY MOTORCYCLE NATIONAL CHAMPIONSHIP EVENTS

a)

i) Full compliance with all Standing Supplementary Regulations (SSR's) and General Competition Rules (GCR's) insofar as organisation and running of the race.

ii) Fifteen Thousand Rand (R15 000) fine to any club ***/ Promoter / Organiser*** who is allocated a National event but does not stage ***the race***, save only for circumstances due to force majeure. This fine will be forwarded to the Organisers***/Promoters*** of the replacement event or used at the ***Cross Country Motorcycle Working Groups*** discretion should a replacement event not be found – Refer SSR 351 h) (v).

iii) Draft regulations to be submitted to MSA by the Organisers/Promoters at least eight (8) weeks prior to the event and, having been approved, must go out to prospective entrants at least six (6) weeks prior to the event.

iv) In the event that an online entry system is used, competitors may be required to sign an entry form.

v) Clubs to use prescribed standardised Supplementary Regulations (SR's), entry forms, self-scrutineering forms, medical forms, event evaluation report forms and any other MSA forms.

vi) Competent trained marshals and officials, only licensed and ***MSA Cross Country Motorcycle Working Group*** approved timekeeper/s and A-grade Clerks of the Course and MSA Stewards.

vii) ***All fees for officials, staff, service providers, etc. will be paid by the Organisers/Promoters.***

viii) Adequate and clean toilets to be available at documentation start / finish, DSPs and prize giving venue.

ix) Comply with all requirements and by-laws of the Safety at Sport and Recreation Act 2 of 2010 – Refer to GCR 78.

b) The following services/facilities must be provided by the Organisers***/Promoters***:

i) Each National event shall be required to be pre-run ***and proposed deemed safe and in line with the purpose of the National Championship by the appointed Route Director.*** This pre-run must be done ***at the*** latest on the day prior to the Time-Trial after all route marking has been completed.

ii) ***A comprehensive report is to be written and read at riders briefing as well as posted on the notice board before documentation starts. This report will contain information on route marking, safety marking, accuracy of published distances including the Route Directors opinion on achievability of lap times for the National Pro riders.***

iii) In an event where there is more than one loop and these loops are to be run in a sequence, Organisers***/Promoters*** 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 – Refer SSR 351 g) (xv).

iv) All documents required to constitute a Programme for the event (Refer GCR 90) must be posted on the official notice board.

v) A website which must give the following information:

- Supplementary Regulations (SR's)
- Official Bulletins
- Entry List (regularly updated)
- On-line Entry system
- Accommodation Details
- Results (latest Monday after the event, but preferably on a daily basis)

vi) Main start/finish DSP areas at National events must have catering facilities.

vii) Timekeepers must produce at least two copies of provisional results and Organisers***/Promoters*** are to post multiple copies in a well-lit area in order to avoid congestion when they are posted. It is a requirement for all relevant officials to be visibly present (clearly identified) at the time of posting provisional and final results to ensure that any queries can be resolved efficiently. 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.

viii) 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.

ix) 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 motorcycles/quads.

x) An appropriate, photo opportunity, podium must be erected adjacent to the finish line, where the first three overall finishers must proceed to at a pre-determined time.

351) 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/her due start time, he/she will be started at a time determined by the start official so as not to disadvantage any other competitor.

ii) He/she will not receive any time allowance for the time that he/she is late for his/her start or the time that he/she is kept waiting by the start official ***– Refer SSR 346 d)***

b) Five Minutes:

i) For jumping the start. (In addition to his/her actual start time – Refer to GCR 261 and SSR 342 a (iii);

ii) For excessive speed, reckless or dangerous riding in a pit or refuel area. Organisers***/Promoters*** will post a minimum of one pit marshal at each DSP/refuel, such marshal to be a judge of fact – Refer SSR 346 (h);

iii) Late into Pre race / Impound paddock/start grid line up – Refer SSR 336 a);

iv) For not having a dead man kill switch attached to the rider at all times whilst operating a quad – Refer SSR 328 b) (ii);

v) For non-attendance of the riders briefing – Refer SSR 334 (a)

c) Ten Minutes:

i) Competitor conduct and responsibility. Each competitor is responsible for the behaviour and conduct of every person associated with him/her at the race – Refer SSR 346 i) (i);

ii) For not first ensuring that it was safe to cross a road crossing before pulling off from a stop control – Refer SSR 340 5a) (iii) and 5b) vii).

d) Fifteen Minutes:

i) For failing to refuel on an environmental mat – Refer to SSR 344 d);

ii) For leaving a decontrol ahead of time – Refer SSR 342 f) vi);

iii) Riding a motorcycle and/or quad on the event premises without a helmet – Refer SSR 346 i) (iv).

e) Thirty Minutes:

i) For failure to produce a medical kit when requested – Refer SSR 328 d);

ii) Per item found incorrect during scrutineering spot check – compared to self-scrutineering form ***– Refer SSR 328 (j);***

iii) Deviating off the marked route by any significant distance (for example, deliberately turning inside the markers, avoiding winding marked paths or riding outside of marked obstacles such as ravines, etc.) – Refer SSR 339 d) (i);

iv) Failure to wear a helmet or protective clothing whilst racing – Refer SSR 328 i).

f) Sixty Minutes:

i) For missing a marshal point or route control ***– Refer SSR 342 b) (ii);***

ii) For failure to have a suitable fire extinguisher in pits or an extinguisher over due date for service/refill – Refer SSR 344 c).

g) Exclusion:

Exclusion can only be implemented at the end of the rider's event. Riders may not be stopped whilst racing.

i) For ignoring a stop at any road or railway crossing – Refer SSR 340 5 a) (iii), 5 b) (viii) and 5 d);

ii) For missing more than one (1) marshal point or route control point ***– Refer SSR 342 b) (ii);***

iii) For being found to have practiced on the route within twenty-eight (28) days prior to the event – Refer SSR 333 (a);

iv) For contravening the Service Crew/Outside Assistance rule – Refer SSR 343 a) & 343 d) (v);

v) For opposing the flow of traffic or failing to re-join the route at the point of leaving – Refer SSR 341 a) & c);

vi) Being accompanied by a competitor who has retired from the race or non-competitor – Refer SSR 343 d) (iv);

vii) For finishing the event with a different frame or change number to that fitted to the motorcycle/quad as stated on the entry and self-scrutineering forms ***– Refer to SSR 328 (j);***

viii) Failing to switch off the motor whilst refuelling, or failing to dismount from their motorcycle/quad whilst refuelling – Refer SSR 344 a);

ix) Any service crew found smoking within 5m of any vehicle being refuelled – Refer SSR 344 b);

x) For failing to carry out a legitimate instruction from an official;

xi) For carrying fuel, other than in the tank or container permanently attached to machine;

xii) For failing to hand in a GPS for route download when so requested – Refer SSR 345 d);

xiii) Unrealistic race times – Refer SSR 342 e) (ii);

xiv) For racing on a motorcycle/quad that exceeds or is less than the cubic capacity of the class – Refer to GCR 176. Please note - Suspension can also be applied for this offence;

xv) 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 – Refer SSR 350 b) (iii);

xvi) For any false declaration on the self-scrutineering form ***– Refer to SSR 328 (j);***

xvii) 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 – Refer SSR 342 d) (iv);

xviii) Smoking whilst racing;

xix) Riding, or allowing any other person to ride a competitor's motorcycle/quad, dangerously or without due consideration for others at the venue – Refer SSR 346 i) (iii);

xx) Contravening any traffic rules or regulations ***– Refer SSR 340***

xxi) Failure to declare to the Organisers***/Promoters*** any incidents during an event involving any person or property – Refer SSR 347 b);

xxii) Failure to place a motorcycle/quad in the Post-Race Impound Paddock on completion of an event – Refer SSR 336 d);

xxiii) Competitors and/or crews entering a Holding Area (e.g. Impound Paddock) without the Clerk of the Course's permission except when placing a motorcycle/quad in, or removing a motorcycle/quad from, such a facility – Refer SSR 336 b);

xxiv) Behaving in a manner prejudicial to motorsport, bearing in mind that competitors are responsible for the actions of their service crew/s – Refer SSR 346 i);

xxv) Deviating from the route by more than twenty (20) metres for any period unless allowed to do so in compliance with SSR 341 b);

xxvi) Committing any breach of the General Competition Rules, these Standing Supplementary Regulations (SSR's), Supplementary Regulations (SR's), Official Bulletins or Final Instructions for which no specific penalties have been laid down.

xxvii) Rider replenishment is forbidden within five (5) metres of any control point, and offenders may incur a penalty up to exclusion;

xxviii) Any parent not acting in the best interest of their child racing at an event, will have their child excluded from the results and/or refused ***permission*** to continue with the race after such incident and may be banned from competing in future events – Refer SSR 346 i) (i);

xxix) For consumption of alcohol in non-designated "bar" areas – Refer SSR 346 i) (ii);

xxx) For failing to display a medical board or failure to stop when a medical board is displayed – Refer SSR 346 c) (i);

xxxi) Any act that is significantly prejudicial to the environment – Refer SSR 352 f).

h) Fines

i) R 250.00 – Failure to hand in an Event Evaluation Report Form as per SSR347 a).

ii) R1 000.00 – For failure to remove empty fuel containers – Refer SSR 344 g).

iii) R2 500.00 – Late delivery of results – Refer SSR 348 e).

iv) R10 000.00 – Refer SSR 340 5 a) (x).

v) R15 000.00 – Non-staging of a National event – Refer SSR 350 a) ii).

i) Not permitted to start
   i) Eligibility of competitors – Refer SSR 325
   ii) General Conditions – Refer SSR 328 a) (ix) and k).
   iii) Numbers and background colours – Refer SSR 329 g).

352) ENVIRONMENTAL

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

a) Environmental mats ***– compulsory at any refuel point. A motorcycle busy being refuelled HAS to be placed on top of an environmental mat before refuelling can commence, and may only be removed from the environmental mat once refuelling has been completed.***

b) ***All competitors to have an MSA approved 2.5kg fire extinguisher, located next to the vehicle being refuelled.***

c) The use of tear-offs is banned; only systems that remain attached to the goggles will be allowed.

d) Discarding of any sachets or any other litter on the ground is strictly forbidden.

e) Organisers***/Promoters*** are required to issue refuse bags to competitors.

f) Any act that is prejudicial to the environment by the competitor or his/her crew, will be subject to exclusion by the Clerk of the Course – Refer SSR 351 g) (xxxi).

353) SOCIAL MEDIA CONDUCT

a) Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video.

b) As such, competitors should be aware that their conduct on social media regarding the National Cross Country Motorcycle Championship, its drivers and sponsors should reflect the impact social media has.

c) If a competitor is considered to have brought the Championship and / or Cross Country Motorcycle Working Group into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the Championship.

d) Additionally, competitors are reminded that Motorsport South Africa monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.

e) For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

354) MARKETING RIGHTS

No content generated at the EnduroSA events for marketing purposes by any business or marketing company will be permitted, without the prior approval of EnduroSA.

A marketing permit will be issued to any marketing company covering Enduro events at a pre-determined cost by EnduroSA.