



2022

Trail Motorcycle & Quad

Standing Supplementary Regulations



Version 2

08 July 2022

Ref: 162763/134

REVIEW AND AMENDMENTS

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

AMENDMENT RECORD

<i>Modified SSR / ART</i>	<i>Date applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
Note	Immediately	06.07.2022	Wording added and deleted
SSR 501 d)	Immediately	06.07.2022	Wording added
SSR 501 e)	Immediately	06.07.2022	Wording added and deleted

Note: ~~These Trail Motorcycle and Quad~~ **is administered under the provisions of the General Competition Rules of Motorsport SA (GCR's), these Standing Supplementary Regulations (SSR's) and any other regulations and instructions which may from time to time be issued by Motorsport SA (hereinafter referred to as MSA) and the Supplementary Regulations (SR's).** ~~regulations are to be read in conjunction with MSA's General Competition Rules (GCR's). Should any conflict with the GCR's arise, this conflict is to be approved by MSA's Sporting Manager.~~

Where there is a contradiction between the GCR's and these SSR's the latter shall take precedence. Where there is a contradiction between these SSR's and the SR's, the latter shall take precedence.

~~GCR's that pertain to safety are to be applicable at all times.~~

These regulations must be read and understood by all Participants.

The aim of these SSR's is to ensure that at all events, the Safety of the Participants and Organisers / Promoters, are considered at all times and that Motorsport not be brought into disrepute.

These SSR's are applicable to all Junior and Senior Trail Motorcycle and Quads events.

Link for the 2022 GCR Regulations:

<https://www.motorsport.co.za/DisplayLink.aspx?group=Publications&name=Publications>

INDEX

- A) INTRODUCTION
- 501) ELIGIBILITY OF PARTICIPANTS
- 502) ENTRIES
- 503) OFFICIALS OF THE MEETING
- 504) GENERAL CONDITIONS FOR ALL MOTORCYCLES AND QUADS & ESSENTIAL EQUIPMENT
- 505) CLASSIFICATION AND SPECIFICATIONS FOR TRAIL MOTORCYCLES & QUADS
- 506) RIDERS BRIEFING
- 507) PRE-RACE / IMPOUND PADDOCK
- 508) ROUTE
- 509) STARTING ORDER
- 510) ROUTE MARKING
- 511) PUBLIC ROADS & ROAD CROSSINGS
- 512) ROUTE DIRECTION & DEVIATION
- 513) ROUTE CONTROLS
- 514) REFUEL
- 515) USE OF GPS DEVICES
- 516) ASSISTANCE
- 517) PARTICIPANT CONDUCT
- 518) CLASSIFICATION AND TIME BAR
- 519) INCIDENT REPORTS
- 520) TIMEKEEPING AND RESULTS
- 521) AWARDS
- 522) TRANSPARENCY
- 523) ORGANISATIONAL REQUIREMENTS FOR TRAIL / NON-CHAMPIONSHIP EVENTS
- 524) DISCIPLINARY ACTIONS
- 525) ENVIRONMENTAL
- 526) SOCIAL MEDIA CONDUCT
- 527) MARKETING RIGHTS

A) **INTRODUCTION**

The MSA Trail Facet aims to standardize the ever-growing number of fun events in SA and to ensure the participants have a safe and controlled environment in which to enjoy their events.

501) **ELIGIBILITY OF PARTICIPANTS**

No participant 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 participants must hold at the very least a valid MSA WOW license.
- b) Participants will only be permitted to purchase one-event WOW licences via the MSA online licensing system (www.msaonline.co.za).
- c) All participants that purchase a one event WOW Licence will have to provide proof of personal medical cover to the event secretary along with the copy of the one event WOW Licence.
- d) Age and engine capacity regulations will be prescribed by the Organisers / Promoters **in the Event Regulations (SR's) subject to the written approval of MSA** and are to be adhered to at all times.
- e) The minimum age to compete at an event will be prescribed by the Organisers / Promoters **in the Event Regulations (SR's) subject to the written approval of MSA**, ~~whose decision will be final.~~
- f) Should various classes of participants be implemented, the distances per class will be as prescribed by the Organisers / Promoters.

502) **ENTRIES**

- a) Entry fees at events shall be at the discretion of the Organisers / Promoters, which will be stipulated in the event SR's.
- b) Late entry fee will be as stated in the event SR's.
- c) All participants must have submitted properly completed and signed entry forms / online entries in order to have entered.
- d) Entries received without the appropriate entry fee stated in the event SR's will be invalid.

503) **OFFICIALS OF THE MEETING**

- a) Refer to GCR's 149 (excluding Scrutineer), 152 and 154.
- b) An MSA accredited Clerk of the Course (COC) and MSA Steward are to be appointed by the Organisers / Promoters.
- c) MSA retain the right to approve / deny or otherwise appoint a COC and or MSA Steward should MSA at their sole discretion deem this necessary.

504) **GENERAL CONDITIONS FOR ALL MOTORCYCLES AND QUADS AND ESSENTIAL EQUIPMENT**

It is the participants sole responsibility to ensure their vehicle meets the following requirements.

- 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) Must display advertising decals supplied by the Organiser / Promoter
 - ix) Number boards must be as supplied by or permitted by the Organiser / Promoter
- 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 participant'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 participant at all times whilst operating the quad - Refer SSR 351 b) (iv)
- c) Participants 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 participant whilst participating or at any time thereafter.
- d) All participants must carry, at all times whilst participating:
 - i) A First Aid Kit – including a space blanket or lightweight coverall
 - ii) A Whistle
 - iii) A cell phone
 - iv) Money

- e) Each participant will be issued with a helmet medical information sticker which must be completed and attached to the participant's helmet.
- f) Every participant must carry a minimum of one litre of drinking fluid at the start of an event.
- g) All motorcycle / quad participants must wear suitable protective clothing, with a minimum standard of gloves, motocross type pants and motocross type boots reaching above the calf. Participants 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 events. 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.

505) CLASSIFICATION AND SPECIFICATIONS FOR TRAIL MOTORCYCLE & QUAD EVENTS

Any Classification of Motorcycles will be as prescribed by the Organisers / Promoters.

506) RIDERS BRIEFING

- a) Organisers / Promoters must have a compulsory rider briefing, either in the pit area or virtually via social media or the official online / electronic notice board, and all participants are required to attend.
- b) Any verbal instructions given by the Organisers / Promoters at the briefing will be binding on all participants.
- c) Organisers / Promoters must supply a PA system for riders briefing, if held in the pit area. Instructions given at riders briefing may not contradict General Competition Rules (GCR's) or these 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 online / electronic 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

507) PRE-RACE / IMPOUND PADDOCK

- a) Participants must present their machines and remain in a Pre-Race Paddock / Start Grid prior to the start of the event.
- b) Participants to remain in their designated starting order in the Pre-Race Paddock.
- c) Impounds will be provided at the discretion of the Organisers / Promoters. While Organisers / Promoters must make every attempt to make the impound secure they cannot be held responsible for any damages or losses.
- d) Participants and / or crew are prohibited from entering the Pre-Race Paddock Area without the COC's permission except when placing a motorcycle / quad in, or removing a motorcycle / quad from, such a facility.
- e) All GPS units must accompany that race bike into the impound area and may not be removed until the bike has been released from the impound area by an event official.
- f) Race officials may remove GPS's 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 participant 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.

508) COURSE

Anywhere a vehicle can go is deemed to be a public road. Participants are urged to consider that they are on such public roads and to exercise caution whilst traversing them.

Whilst the Organisers / Promoters have taken every reasonable precaution to ensure the closure of these roads, to advise local population of the event and to mark and marshal such roads, the absence of traffic, carts, animals and pedestrians etc. on these roads cannot be guaranteed.

Therefore, participants must be vigilant at all times with regard to racing through villages and on public roads.

- a) In order to cater for all the participants needs, the event will be marked and named as per the Organiser / Promoter e.g. Intermediate / Hard / Gold / Silver

- b) These routes will be explained fully in the event SR's
- c) In many places the route may be narrow, and dust may be a problem. Participants should be considerate and afford another rider who has caught up with him / her every opportunity to overtake in the interest of fairness and safety.
- d) Participants and crews are to be considerate to the landowners when retrieving stranded racing motorcycles from the route and to ensure that damage to cultivated and grazing lands is avoided.

509) STARTING ORDER

- a) Will be as prescribed by the Organiser / Promoter and published in the event SR's.
- b) Should it be necessary, these instructions may be amended by the COC in collaboration with the Organiser / Promoter.

510) ROUTE MARKING

If GPS routes are not being followed, it is at the Organisers / Promotions discretion to ensure that all 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 participants.
- 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
 - 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 clearly 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 participant comes across green markers, that participant 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 participants. The onus rests with a participant to locate the correct route through signage.

511) PUBLIC ROADS AND ROAD CROSSINGS

No racing on public roads is allowed at any event, irrespective of the event's status - Refer to GCR 243. Racing on public roads is illegal and any Organiser / 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 riding/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 SSR's 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 participants allowing sufficient space to stop. It is compulsory to stop at this intersection. Participants 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 participant comes to a standstill. The foot and bike must be stationary, and no dragging is allowed.
 - iv) Maps and written advice concerning the use of public roads must be posted at least on the official online / electronic notice board at all times during the event and preferably in any programme or route map of the event.
 - v) Participants must be fully briefed on the number, distance and frequency of decontrolled public road sections at riders briefing.
 - vi) 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.
 - vii) 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

- 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 participants 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 competition numbers of offenders.
 - iv) All participants 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.
 - v) Participants 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 participant comes to a standstill. The foot and bike must be stationary, and no dragging is allowed.
 - viii) Participants ignoring a stop, road or railway crossing and not ensuring that it is safe to cross will be requested to leave the event immediately.
- c) Notwithstanding anything to the contrary and notwithstanding any other instruction it is compulsory for participants to stop at all road crossings. No reason for not stopping will be considered valid. The onus is on every participant to ensure that he / she stops regardless of any instruction given by any traffic officer, marshal, official or spectator.

512) ROUTE DIRECTION

No participant may ride on the route in a direction which opposes the flow of the route, as stipulated by the Organisers / Promoters and by the route marking

513) ROUTE CONTROLS OR CHECKPOINTS

- a) The use of Route checkpoints, manned or unmanned will be at the discretion of the Organiser / Promoter
- b) A Route Checkpoint may be a manned "Tick Marshal" or unmanned "Stamper".
- c) A warning marker shall be placed before a route control/checkpoint or road crossing. The nature of the terrain to be taken into consideration,
- d) The recording of sequence and/or time, should this be required by the Organiser / Promoter, will be used to determine whether the participant has passed through the Route at that point
- e) It is the responsibility of the Participant to obtain their proof of passage through a control from the relevant official/stampers should such a token be required
- f) Participants must approach and pass through all controls from and in the direction indicated by the route and route marking.
- g) The controlled area at all controls will be determined by signal boards.
- h) No waiting time will be allowed.
- i) 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)

514) REFUEL

- a) No participant or service crew member may smoke within five (5) metres of a motorcycle / quad being refueled.
- b) All service crews must carry a fire extinguisher suitable for liquid fuels, per participant or team to be serviced, with a minimum capacity of 2,5kg or an equivalent Fire Stryker, to be located approximately five (5) meters from the vehicle being refueled or the refueling rig
- c) 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

- refueling and servicing is affected. At unassisted refuel points, the Organisers / Promoters are to supply adequate mats
- d) 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 participants and officials and to control the flow of race traffic through the refuel point. The routing of the participants must ensure that all participants pass through the refuel point even if they do not take on fuel. There may be no alternative around a refuel point. Adequate signage indicating the start and end of a DSP or pits and refuel points must be clearly marked and visible to participants.
 - e) Empty fuel drums must be removed from any fuel storage area / DSP by the participant'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 repercussions as applied by the Clerk of Course in Consultation with the organisers

515) **USE OF GPS DEVICES**

- a) For safety reasons, the protection of landowners and participant route compliance checks, the Organiser / Promoter may require the use of a GARMIN or GARMIN compatible GPS device
- b) The onus is on the participant to ensure the GPS is mounted or stored in such a way as to avoid loss or damage or accidental loss of track records. Multiple GARMIN or GARMIN compatible GPS devices are allowed
- c) GPS files with the routes will be available when required by the Organiser / Promoter
- d) The onus is on the participant to ensure the GPS device is in good working order for the entire duration of the event and to ensure that the entire track traversed is available for electronic download
- e) The GPS device must record the complete route taken by the participant from the start of the race to the end of the race. Failure to comply will result in the participant being credited with completing that portion of the course that the COC in consultation with the Organiser / Promoter may determine at their discretion.
- f) The Garmin GPS or Compatible device must comply with the following:
 - i) Must be Garmin technology or Garmin compatible 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) The GPS device must be cleared of all tracks before reporting to the GPS download officials.

516) **ASSISTANCE**

- a) Outside assistance is allowed
- b) Participants are encouraged to assist other participants through difficult sections but be cognizant of the fact that more experienced participants should be allowed the right of passage

517) **PARTICIPANT CONDUCT**

A) ACCIDENT

Participants who fail to stop on arriving at the scene of an accident are guilty of contravening the SSR's and may be excluded from the results and / or reported to the Stewards of the Meeting for further disciplinary action

- a) Compensation for participants rendering medical assistance:
 - i) Participants, 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 participants concerned to prove that bona fide assistance was rendered.
 - ii) NOTE: Participants 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 participant to prove the time claimed.
- b) Procedure:
 - i) In the event that a participant arrives at the scene of an accident first, he / she is compelled to stop and render assistance to any injured participant. Unconscious participants may not be moved in the absence of medical personnel.
 - ii) Upon the arrival of a second participant at an accident scene where injuries have been sustained, the second participant must stop. The first participant should then leave unless he opts to stay and allow the second participant to continue. When the third participant arrives, he / she is obliged to stop and the first or second participant 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 participant stop and stay at the scene, evidence will need to be obtained from the medics in support of participants 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 / competition numbers of any other participants and service crews rendering assistance and remaining with the injured participant must be relayed to the marshal for verification purposes.

B) PITS / DESIGNATED SERVICE POINTS (“DSPS”) AND REFUELS:

Participants are allowed to proceed at idling speed only, maximum thirty (30) km/h and without recklessness through any pit or DSP

C) RESPONSIBILITY OF PARTICIPANTS - REFER GCR 172

- a) Each participant is responsible for the behaviour and conduct of every person associated with him / her at an event. This includes the pit and surrounding area, spectator points and prize-giving venue. In particular, anyone other than an entered and licensed participant (including children, friends, pets etc. associated with a participant) or his / her bona-fide service crew or mechanics found riding a quad, motorcycle, scooter or pit bike in or near any of these areas will cause any linked participant/s to be disciplined
- b) Consumption of alcohol by anybody is PROHIBITED in DSP areas except at designated “bar” areas
- c) For the entire duration of an event no participant 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
- d) No participant, 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.

518) CLASSIFICATION AND TIME BAR

a) Cessation of Racing:

The COC 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 participants involving spectators or bystanders;
- v) Any other circumstances which the COC and Stewards, in their sole discretion, deem to be dangerous or prejudicial to participants;
- vi) In the event of an event being halted as above or for any other reason, the COC will inform all marshal points to stop participants immediately.

b) Event Stopped Prematurely:

Once started an event will not, except for the reasons stated above, be halted.

If the leading participant has reached at least half distance the race shall be declared finished, and points or prizes awarded.

c) Time Bar:

The COC may at his / her discretion extend or amend the time bars as advised in the event 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.

519) INCIDENT REPORT FORMS

Any participant 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 COC or to the Organiser / Promoter by sundown on the day when completing or retiring from the event

520) TIMEKEEPING AND RESULTS

- a) Should the event be timed the choice of timekeeper will be at the discretion of the Organiser / Promoter
- b) Organisers / Promoters must provide a suitable area for timekeepers which will be a restricted area and

- must provide adequate protection from inclement weather conditions.
- c) Provisional results should be posted as soon as possible, however the intended posting time of provisional results will be published in the event SR's.
- d) Provisional results will only become final once they have been signed off by the COC in accordance with the stipulated time as published in the event SR's.
- e) Every timekeeper for an event needs to be licensed by MSA (without exception).
- f) The event is a "Funride" any queries with regard time will be resolved by the COC with the MSA Steward. The decision of the COC is final.

521) **AWARDS**

Any awards made will be at the sole discretion of the Organisers / Promoters

522) **TRANSPARENCY**

Every participant on an event has the right to see any written or printed matter (records, timecards, etc.) pertaining to the event.

523) **ORGANISATIONAL REQUIREMENTS MSA TRAIL EVENTS**

- a) General
 - i) Full compliance with all Standing Supplementary Regulations (SSR's) and General Competition Rules (GCR's) insofar as organisation and running of the event.
 - ii) Draft regulations to be submitted to MSA by the Organisers / Promoters prior to the event and be approved by MSA at least 6-8 weeks prior to an event
 - iii) In the event that an online entry system is used, participants may be required to sign a registration form highlighting the indemnity they are acceding to.
 - iv) Only MSA licensed Clerks of the Course and MSA Stewards may officiate
 - v) All fees for officials, staff, service providers, etc. will be paid by the Organisers / Promoters.
 - vi) Adequate and clean toilets to be available at documentation, start / finish, DSPs and prizegiving venue.
 - vii) 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) A comprehensive report is to be written and read at riders briefing as well as posted on the official online / electronic notice board before documentation starts. This report will contain information on route marking, safety marking, Accuracy of published distances including the Organisers / Promoters opinion on achievability of lap time-
 - ii) 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 provide adequate information to participants, showing the correct sequence of loops and to indicate this at the riders briefing
 - iii) A website or social platform must give the following information:
 - Supplementary Regulations (SR's)
 - Official Bulletins
 - Entry List (regularly updated)
 - Online Entry system
 - Accommodation Details
 - Results
 - iv) Main start / finish DSP areas at events must have catering facilities.
 - v) Timekeepers must produce at least two copies of provisional outcomes and Organisers / Promoters are to post multiple copies in a well-lit area and/or on their electronic platform, in order to avoid congestion when they are posted.
 - vi) A suitable P.A. system must be supplied both for briefings (if held in the pit area) and prize giving.

524) **DISCIPLINARY ACTION**

The following actions **could** have disciplinary action applied by the COC.

Where the event is not a timed event and should the COC deem it necessary a fine may be applied - Refer GCR157. Where a time penalty is incurred, this will be added at the end of that day's racing results.

The following situations may give rise to consequences:

- For jumping the start (In addition to his / her actual start time)
- For excessive speed, reckless or dangerous riding in a pit or refuel area
- For not having a dead man kill switch attached to the participant at all times whilst operating aquad
- For not first ensuring that it was safe to cross a road crossing before pulling off from a stop control

- For ignoring a stop at any road or railway crossing
- Contravening any traffic rules or regulations
- For opposing the flow of traffic
- For failing to refuel on an environmental mat.
- For failure to have a suitable fire extinguisher in pits or an extinguisher overdue date for service / refill
- Any act that is significantly prejudicial to the environment
- Any service crew found smoking within 5m of any vehicle being refuelled
- For carrying fuel, other than in the tank or container permanently attached to machine.
- Smoking whilst racing
- Failing to switch off the motor whilst refuelling, or failing to dismount from their motorcycle / quadwhilst refuelling
- Riding a motorcycle and / or quad on the event premises without a helmet
- Failure to wear a helmet or protective clothing whilst racing
- Participants conduct and responsibility. Each participant is responsible for the behaviour and conduct of every person associated with him / her at the race
- Riding, or allowing any other person to ride a participant's motorcycle / quad, dangerously or without due consideration for others at the venue
- Participants unable to submit a GPS or participants who submit a faulty or in operable GPS.
- For failing to carry out a legitimate instruction from an official.
- Behaving in a manner prejudicial to motorsport, bearing in mind that participants are responsible for the actions of their service crew/s
- 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.
- 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
- For consumption of alcohol in non-designated "bar" areas

525) 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 participants 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 participants.
- f) Any act that is prejudicial to the environment by the participant or his / her crew, will be subject to exclusion by the COC.

526) SOCIAL MEDIA CONDUCT

Refer GCR 172

527) MARKETING RIGHTS

Refer GCR 83