



MSA HANDBOOK

2012



Non - Circuit
Motorcycles

MOTORSPORT - SOUTH AFRICA



NON-CIRCUIT MOTORCYCLE REGULATIONS

The contents of this Hand Book take effect from 1st January 2012

www.motorsport.co.za

National Number: 0861 MSA MSA / 0861 672 672

e mail:- msa@motorsport.co.za

Please consult our website for category regulations, as well as any updates or changes made throughout the year.

*P.O. Box 11499
VORNA VALLEY
1686*

CONTENTS

	Page
Regulations (SSR's) Applicable to Motocross	3
Regulations (SSR's) Applicable to Supermoto	22
Regulations (SSR's) Applicable to all Motorcycle & Quad Off Road Racing Events.....	36
Regulations (SSR's) Applicable to all Junior Motorcycle & Quad Off Road Racing events	58
Regulations (SSR's) Applicable to Enduro National Championships	63
Regulations (SSR's) Applicable to Trials Championship	78

2012 REGULATIONS

APPLICABLE TO MOTOCROSS EVENTS

NOTE 1: MSA reserves the right to change these regulations without prior notice. A one-year notice period will be observed in respect of major changes such as Championships, age groups and classes.

Levy will be R20.00 at all National events and R10.00 at all Regional and Club events. The one year notice period will include but not be limited to Commission decisions taken in the preceding year and may be waived by the Commission and or MSA where deemed necessary.

NOTE 2: All senior and junior clubs hosting national events must lodge R12,000 deposit with MSA by 31 January 2012. Where the same club hosts both events, only one amount is required. If for any reason the Club/Organiser defaults or cancels an event this deposit is forfeited. Failure to lodge the required deposit by the due date will result in the event being reallocated by the Motocross Commission EXCO in conjunction with MSA. Fees related to the event will be deducted from this amount.

NOTE 3: All Organisers/Clubs must arrange directly with the nominated MSA official / Commission President and series Sponsor representative regarding sponsors/naming and broadcasting rights, agreements and fees/costs. Organisers/Clubs are urged to ensure that written contracts are concluded between parties.

NOTE 4: No one event licences may be issued for Motocross events.

NOTE 5: No Motocross permit may be issued to any Club/Organiser who cannot provide the names of at least 3 graded officials who will represent the Club/Organiser at sanctioned events.

NOTE 6: All Motocross clubs who host both Junior and Senior events must provide a dedicated circuit for 50cc motorcycles, and a scaled-down circuit for 65cc and 85cc motorcycles. The scaled-down circuit may form a part of the Senior Circuit, but where obstacles are included; these must be scaled-down in all respects.

Notwithstanding the above, all circuits hosting Motocross events are required to submit detailed circuit diagrams, including measurements of the circuits and all obstacles to the Sporting Manager (Non-Circuit) for onward transmission to the Commission President and Regional Safety Committees who will be required to conduct safety inspections.

Junior and Senior classes may not be combined. The Race Directors decision regarding compliance is final on the day. Within Regions Regional Track Inspectors decisions will be final, however in all cases, no deviation is permitted in as far as scaled down versions of 65/85 Junior tracks is concerned. No authority may be granted for Juniors to compete on normal unmodified senior circuits.

NOTE 7: Any or all competitors wishing to expose or advertise sponsors will be required to hold a sponsor licence. The cost of which is set out in Appendix R.

NOTE 8: **All Motocross competitors need to join an MSA affiliated Motocross club which will ONLY host motocross events in the 2012 year – No exception will be allowed. A list of these clubs can be obtained from MSA.**

MOTOCROSS

NOTE 9: All correspondence related to any or all motocross events, may be sent by either electronic fax or conventional mail. Where correspondence is required relating to entry forms, event regulations, supplementary regulations or any other correspondence, this will be deemed to have been sent to and received by MX Competitors. Further MX information is deemed to have been received if contained in any electronic publication, including emails, internet or any other form of publication.

SSR

221. NUMBERS

All machines must have three number plates, one on the front and one on each side at the rear where they can be clearly seen. They must be elliptical or rectangular in shape and measuring 270mm x 240mm, and the space between any two numbers shall be 10mm.

The minimum dimensions of the numbers must be:

Height : 155mm
Width : 73mm
Stroke Width : 25mm

- i) All number plates fitted to the machine must be of a rigid material and must be solidly constructed.
- ii) Any other number plate or marking on the motorcycle that might be confused with the number must be removed before the competitor is allowed to start.
- iii) The minimum dimensions of the numbers must be for:
50cc - minimum of 75mm high, 15mm stroke and spacing
65cc - minimum of 100mm high, 20mm stroke and spacing
85cc - minimum of 150mm high, 25mm stroke and spacing
- iv) Numbers 1 to 10 will be allocated for all classes as per the 2011 MSA Championship results.

222. COLOUR OF NUMBERS

All side numbers must be black on a white background except for Veterans who will be required to use the same colour codes as per the front numbers. Both numbers and background must be either painted or made of a material in a matt colour.

Front Numbers:

Junior Classes	- Black on a White Background
MX Pro Mini	- Black on a White Background
MX Highschool	- White on a Blue Background
MX 2	- Black on a White Background
MX 1	- White on a Green Background
MX Vets	- Black on a Yellow Background
MX Ladies	- White on a Pink Background

223. OTHER NUMBERS TO BE DISPLAYED BY RIDERS

Competitors must display the correct numbers in a contrasting colour on the backs of their jerseys or chest protector. The size of these numbers shall be:

	Minimum	Maximum
Height	104mm	200mm
Width	75mm	100mm
Stroke	25mm	40mm

224. ALLOCATION OF NUMBERS

- i) Numbers are only allocated by MSA in Johannesburg and will be allocated as from 1st December of the preceding year.
- ii) All class numbers will start from 1 upwards.
- iii) Numbers will be allocated to the top 10 who have scored points in the South African Championships, and the number allocated will depend on the number of points scored in

the Championship. Where two or more riders scored the same number of points, the best individual results will be taken into account.

- iv) Once numbers have been allocated to riders who fall into the already mentioned categories, numbers will then be issued to the remainder on a first come, first served basis.
- v) Any rider changing from one class to another must ensure that he has a number that is correctly allocated in the new class.
- vi) Reserved
- vii) Only numbers allocated by MSA will be permitted. In any dispute the number allocated by MSA will be deemed to be the correct number.

225. PROTECTIVE CLOTHING

- i) Full face type helmets in sound condition and fitting the wearer are to be properly fastened and worn by all riders during racing and practice.
- ii) Protective clothing must also be worn by all riders during racing and practice. This clothing is:
 - a) Long sleeved jerseys of adequate strength to provide protection in the event of a fall;
 - b) Breeches of adequate strength to provide protection in the event of a fall;
 - c) Gloves of adequate strength to provide protection in the event of a fall;
 - d) Leather boots specifically made for motocross;
 - e) Goggles and/or spectacles if worn must be made of non-splinterable material;
 - f) Chest protector which covers the full chest area (not roost protector);
 - g) Knee guards (recommended);
 - h) Kidney belt;
 - i) Neck Braces (recommended);

Helmet sensors may be fitted to helmets.

Failure to comply with all these requirements will entail exclusion or a lesser penalty at the discretion of the Jury of the Meeting or Steward.

226. SCRUTINEERING

The following must be produced for approval at scrutineering and/or documentation:

- i) Self Scrutineering will now apply. Forms will be available at registration and once completed these must be returned. On receipt a transponder where applicable will be issued along with a scrutineering sticker to be placed on the motorcycle;
- ii) All competitors will be required to have a fire extinguisher, minimum size 2.5kg, which must be available for inspection at their pits. Fire strikers may be utilized with the same equivalent capacity
- iii) Only helmets complying with the following standards are permitted:

**INTERNATIONAL HELMETS STANDARDS
NORMES INTERNATIONALES DES CASQUES**

ECE 22 - 05 "F" (EUROPE)
The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval.

E1 for Germany, E2 for France, E3 for Italy, E4 for Netherlands, E5 for Sweden, E6 for Belgium, E7 for Hungary, E8 for Czech Republic, E9 for Spain, E10 for Yugoslavia, E11 for UK, E12 for Austria, E13 for Luxembourg, E14 for Switzerland, E15 (vacant), E16 for Norway, E17 for Finland, E18 for Denmark, E19 for Romania, E20 for Poland, E21 for Portugal, E22 for the Russian Federation, E23 for Greece, E24 for Ireland, E25 for Croatia, E26 for Slovenia, E27 for Slovakia, E28 for Slovak Republic, E29 for Estonia, E30 (vacant), E31 for Bosnia and Herzegovina, E32 for Latvia, E34 for Bulgaria, E37 for Turkey, E40 for Macedonia, E43 for Japan, E44 (vacant), E45 for Australia, E46 for Ukraine, E47 for South Africa, E48 New Zealand.

Below the letter E, the approval number should always begin with 05. Below the approval number is the serial production number. (Label on retention system or comfort infello).



051039
ECE 22-05 F

(JAPAN) JIS T 8133 - 2000
(Label affixed inside the helmet)



SNELL
M2005

(USA) SNELL M2005
(Label affixed inside the helmet)

For more details consult the F.I.M. Technical Rulebook.

MOTOCROSS

NOTE 10: No rider will be permitted to practice at a race meeting unless he has been given a valid scrutineering ticket.

227. MODIFICATIONS TO MACHINES

- a) These regulations apply to 50cc, 65cc and 85 Junior classes: The MSA Motocross Commission reserves the right to grant recognition to any new make or model for Motorsport purposes and may at its sole discretion impose conditions for acceptance to ensure compliance with details and anticipated performance.
The right of competition of any motorcycle is granted at the sole discretion of the MSA Motocross Commission and the competition status for such Motorcycle lies exclusively with the MSA Motocross Commission.
- i) Classes 50cc, 65cc and 85 Junior will be bore and stroke to class capacity. To be read with SSR 243.
- b) Senior Classes will be bore and stroke to class capacity

228. EQUIPMENT TO BE REMOVED BEFORE SCRUTINEERING

- i) Licence;
- ii) All badges other than stickers;
- iii) Luggage carriers;
- iv) Crash bars;
- v) Headlights, stoplights and indicator lenses;
- vi) Rear view mirrors and reflectors;
- vii) Centre and side stands.

229. PRACTICE

The first lap of all practices is a sighting lap, which is to be ridden under a yellow flag. Riders are to exercise caution and view the track and ride at slow pace. Riders may not jump any jumps but may pass other riders.

The penalty for a breach of this rule is exclusion.

Where necessary a pace rider may be nominated. All practice periods for National Championship events to be approximately 10 minutes duration. Additional practice will be at the discretion of the Clerk of the Course. No mass starts for practice will be permitted. The number of riders to start practice at any one time will be at the discretion of the Clerk of the Course. The Clerk of the Course will also decide upon the number of riders permitted on the track at any one time. Organisers must allow competitors to observe the circuit on foot. No competitor is allowed to practice on a national circuit which is to be used for a National Championship event within this period. Circuits must close by no later than 18:00 on the Sunday two (2) weeks prior to the event for National events and by no later than 18:00 on the Sunday one (1) week prior to any Regional event. The period may be extended by the Organisers. Riders must circulate round a complete circuit and they may not leave the circuit to repeatedly attempt particular obstacles. No machines may be ridden around the perimeter of the course. The penalty for disobeying may be exclusion from the event. If the track is altered during the running of the event, all riders must be allowed at least one inspection lap. Signal/Repair area and Stop/Go areas will be identified at each circuit. This is the only area for motorcycles to stop. Riders Briefing will be held at the start of the day prior to practice and racing taking place.

230. STARTING POSITIONS

The supplementary regulations shall state the method of starting and the manner in which starting positions will be determined. This will be by:

- i) Lowest numbers, or
- ii) Finishing order in the preceding race or heat, or
- iii) Selection made with the object of placing the fastest rider in front, as per the telemetry timing system.

- iv) Championship points position.
- v) National Organisers must erect a notice board near the start area indicating the order in which riders are to be called to the start gate. Riders are to get into these positions in the pre race paddock.

231. TYPES OF STARTS

- i) Mass start, or
- ii) Start by groups

At the discretion of the Clerk of the Course in a race with combined classes, the larger capacity class machines shall be given positions at the start ahead of the small capacity class machines.

232. STARTING GRID

All starts shall take place from the starting grid, which shall consist of individual metal starting gates. The start gate to be 40-50cm above ground level. National Championship events shall have a gate with 40 starting positions. The trigger mechanism must be shielded from the rider's view. A barrier or kerb must be provided 3 metres behind the down position of the start gate. Each motorcycle must have one-meter width on the starting line. **Starts from two lines are not permitted.** In National and Regional Championship events the places of non-starters shall be taken by reserve riders, in order of priority from a reserve list. The starting straight of the course to the first corner must be long enough for safety. The starting line **must** be placed so that it allows a start with equal chances for all participants.

233. THE START

- i) All starts shall be with engines running.
- ii) Competitors must line-up within one meter behind the starting gate where it falls
- iii) For at least 30 seconds before the start, no one other than the competitors and the necessary officials shall be in the starting area;
- iv) The signal to start shall be indicated by a 15-second board being shown. After 10 seconds, a 5-second board will be shown. This will indicate that the starting gate will open from 5 to 10 seconds thereafter.
- v) Any rider unable to kick-start his machine must not delay the start but will be permitted to have his machine started with the help of officials once the race has commenced, without any penalty.
- vi) The official and published time of the start will be strictly adhered to. Any motorcycle not on the starting line at the official time of the start may be excluded.
- vii) Once a rider has taken his/her position at the starting gate, he/she cannot change it.
- viii) No padding or digging is allowed in front of the start gate unless done by the organiser.
- ix) A concrete start and pad is optional.
- x) The official start time of a race will be when the start gate drops.
- xi) The entire trigger mechanism as well as the start official will be hidden from the riders on the start line.

234. FALSE/JUMP STARTS

A. FALSE STARTS

- i) False starts will only occur when the metal starting gate has malfunctioned.
- ii) Should a false start occur, the race must be stopped. This may be done at any stage of the first lap by red flags. All riders shall then return to the starting line and form up in their previous starting positions.

B. JUMP START

Any rider who in the opinion of the Clerk of the Course gained an advantage by jumping the start gate will be black-flagged and be required to stop where a time stop penalty of 10 seconds will be imposed, or a 20 second penalty added to the telemetry system results for his/her final position where telemetry is used

MOTOCROSS

235. THE RACE

A. WITHDRAWAL FROM RACE

Competitors who are unable to participate in a race must inform the Clerk of the Course in writing as soon as possible, stating their reasons for such withdrawal.

B. INCIDENTS, ACCIDENTS AND RETIREMENTS

- i) Every competitor will be required to sign a form declaring his/her retirement with the Race Secretary as soon as possible. Once a motorcycle has been retired, it may not rejoin the race and once a race has started a second motorcycle may not be used in that particular heat/race.
- ii) If during official practice or a race, a competitor has an accident/incident:
 - a) Serious enough to prevent him continuing with the race or practice; or
 - b) Involving another/other competitor/s and which involves stopping or going off the circuit, even though the motorcycles were able to continue, the rider must submit a report to the Clerk of the Course in writing within one hour of the end of official practice or the race, as the case may be, stating briefly the circumstances surrounding the incident. Failure to submit this report may result in exclusion from the event and further disciplinary action by MSA.

C. GENERAL

- i) Any competitor leaving the course either on the ground, in the air or a short cut across a corner, must attempt to rejoin the course at the spot where he left it. Failure to comply may result in exclusion from the heat or race, particularly if an advantage has been gained.
- ii) At National Championship events where transponders are used the rider will be shown a penalty board displaying his number. A time penalty will be enforced at the end of the race. The time penalty will be a minimum of 20 seconds added to his race time and/or additional penalties at the discretion of the Clerk of the Course and/or Jury. Should a rider receive a further penalty during the race, he will be asked to leave the track. Penalties will be at the discretion of the Clerk of the Course.
- iii) Any rider who retires from a race or heat shall immediately remove himself and his motorcycle from the course.
- iv) A motorcycle is deemed to cross a control line, such as a starting line or finishing line, when the foremost part of the motorcycle crosses the line.
- v) No rider is to indulge in unfair or dangerous conduct during a race.
- vi) A rider about to be overtaken shall not knowingly ride so as to impede his fellow riders.
- vii) Any rider deliberately cutting across another rider unfairly or deliberately "taking" another rider out will be excluded.
- viii) In terms of GCR 156 the Clerk of the Course may stop any competitor whom he deems to be a danger to fellow competitors.
- ix) If a rider returns to the pits or paddock during a race he/she will be deemed to have retired.
- x) A rider may be assisted during a racing event in the event of a fall or difficulty, provided that the help does not impede any of the other competitors, in the 50cc, 65cc, 85cc Junior and Ladies classes.
- xi) A rider may not change motorcycles during a heat.
- xii) Exhaust systems must comply with Environmental regulations. Current exhaust systems may not exceed 115db. In the event that a competitor's exhaust malfunctions by either falling off or as a result of damage, irrespective of the db level, the Clerk of the Course must issue the rider with an instruction to pull off at the repair zone where the exhaust must be repaired or replaced before continuing. Should a rider/competitor fail to do so, the penalty is exclusion. Should the damage occur on the last lap the rider/competitor will be penalised with a time penalty of 1 minute or with 4 places whichever is the greater, however this is only applicable on the last lap. Should a motorcycle be tested and found to be in contravention of the noise level a penalty of 4 places will be imposed from the race in which the competitor competed. Tests will be conducted using the FIM Technical specification.

The approved method of testing will be the FIM 2 meter test method. The maximum permissible db count is 115 at full rpm. A maximum of 2 db deviance is permitted after competition testing.

236. REPAIRS, REPLACEMENTS, FUELLING

A rider may repair or refuel his/her machine during a race provided he/she and his/her machine are taken by the rider to the demarcated mechanics area.

237. FLAGS / LAST LAP SIGNAL

The following flags and last lap signals to be used:

- Red Flag -** informs all riders that the practice or race has been **Stopped** and that they must proceed to the pits or start line exercising extreme caution and being prepared to **Stop** at any time, if necessary. The red flag may also be used exclusively by the Clerk of the Course or his deputy, to close the circuit. It must be so positioned not to constitute a danger to any rider.
- Black Flag -** shown by the Clerk of the Course together with a number board indicates to the competitor whose number is shown that he/she must stop at the nominated position at the end of that lap. This will apply to offences where no telemetry penalties are not imposed. (Where telemetry is used the rider will be shown a penalty board but is not required to stop).
- Yellow Flag-** indicates danger, either temporary or permanent, whatever its nature. A waved yellow flag denotes a dangerous situation in the sector following the marshal post concerned. Riders are to be instructed, either by hand or flag, to use the unobstructed portion of the track, and if the obstruction is serious will show a waved yellow flag. When an obstruction occurs in a sector and a yellow flag is being waved, where possible the preceding post will display a stationary yellow flag to warn riders in good time of the danger. **Competitors passing any yellow flag must slow down, maintaining their position relative to other competitors and be prepared to stop if so instructed by the Clerk of the Course and must observe caution for fallen riders and officials on the track, until the obstruction has been cleared, including the yellow flag. Obstacles such as table tops, step downs, etc. must be ridden and not jumped.** The Clerk of the Course will have the final say, in respect of competitors riding under yellow flag, should a dispute arise.
- White Flag -** denotes that medical personnel are on the track attending to a fallen rider, all other riders to proceed with caution as under a yellow flag.
- Green Flag -** (OPTIONAL) denotes "all clear" after a dangerous situation.
- Last lap signal -** may be given to competitors when one lap remains in an event. If such a signal is given it shall consist of a board (minimum 400mm X 400mm) with the figure "1" or the words "Last Lap" imposed thereon. The last lap signal is only an indication and if shown incorrectly, will not influence the official finish of the race.
- Blue flag-** (OPTIONAL) another competitor is trying to overtake (rider being lapped).
- Black and white chequered flag -** usually waved denotes finish of heat.

238. THE FINISH

All riders participating in the Qualification Race and/or Race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 5 minutes of the arrival of the winner, i.e. riders have 5 minutes to complete the lap or it will not be counted in their result. Any rider that does not pass the chequered flag/control line within 5 minutes of the winner will be deemed to have DNF'd irrespective of the number of laps completed. If the chequered flag is mistakenly displayed later

MOTOCROSS

than the official time/distance, the finishing order shall be determined by the running order at the official time/distance.

Under any other circumstances, such as mistaken display of the chequered flag before the official time/distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.

If a rider starts a race irrespective of distance or time, the competitor will be scored as if he or she competed in the race, scoring in position from 1st to last according to finishing position.

239. DEAD HEAT

In case of a dead heat, the competitors concerned shall share the prizes for the first and second place, or if the competitors agree, the Jury or Stewards of the Meeting may authorise a re-run by such competitors only. The race or heat may not be re-run.

240. RACE STOPPED PREMATURELY

Once started, a race will not, except for reasons of force majeure or SSR 234, be prematurely stopped. If a race is stopped before the leading competitor has completed half the race distance, it will be invalid. If stopped at a later stage, the Jury or Stewards of the Meeting shall decide the result. Points will be awarded which appear to the Jury or Stewards to be justified in the circumstances. Half the race distance will be calculated at 50% of the duration plus two (2) minutes.

241. THE COURSE

- i) All circuits will be inspected and approved by the track inspector/inspection committee appointed by the MSA MX Commission. A drawing of the track must be submitted to MSA when applying for a permit and must be submitted with the event regulations. Should the drawing not be included, no permit will be issued. This applies to all level of MX events.
- ii) A motocross course shall, unless otherwise authorised by MSA, be between 1,2km and maximum 1,8km in length. The maximum length in respect of the 50cc circuit will be 800 metres.
- iii) The direction of the course must be clearly indicated to the riders.
- iv) A course will not be approved if it crosses water of too great a depth or if, in the opinion of MSA, it is excessively rocky; or if it includes a straight stretch where dangerous high speeds can be obtained. As a general rule it should be of such a character as to restrict the average speed to approximately 50km/h at the discretion of the Track Inspector/Jury and the MSA Motocross Commission.
- v) There will be no jump on the main straight following the start.
- vi) The start gate will be positioned so that it allows all competitors an equal chance.
- vii) The length of the straight after the start to be no less than 80 metres and may not exceed 125 metres (distance from the starting gate to be the point where the straight turns into the first bend).
- viii) The width of the first corner following the start will not be less than 15m and will be wide enough to accommodate all the riders. The first bend after the start preferably to have 2 or 3 alternate lines.
- ix) All jumps are to be suitable for all the classes using them.
- x) The circuit organizers are to ensure that dust is not a hazard to riders.
- xi) Watering may only take place between heats or at the discretion of the COC.
- xii) Barbed wire, metal fences, wires, trees, poles or hoarding less than 3m from the edge of the circuit must be padded and made safe.
- xiii) The whole of the starting and finishing areas, the competitor's enclosures and all points of the course where it is necessary to ensure an unobstructed passage for the competitors or for the protection of the public, must be adequately marked and enclosed.
- xiv) The outer limits of the circuit are to be clearly marked.
- xv) No double jumps or similar features to be allowed. Two jumps will constitute a double jump

MOTOCROSS

- if they are less than 30 metres apart and more than 1 meter high on a straight line from the highest point of the jumps to the lowest point between jumps.
- xvi) Where whoops are incorporated into a track, they must be safe for all riders:
 - within 10 metres of a corner after a corner; be no longer than 40 metres; and no more than two whoop sections are permitted
 - at least 1,5m apart (if more than 15m long);
 - approachable at a reasonable speed;
 - such as not to allow too long a run-up;
 - wash boards are allowed to the maximum of 50cm high and 2,5m apart;
 - a minimum of 20 metres must separate the last whoop from the next obstacle
 - xvii) Spectators are to be kept away from the circuit by means of either a fence (of not lower than 1.2 metres), tunnel, control gate or subway so that no person can cross the circuit during racing. Tyre walls may be used on whoops and corners providing they are laid flat and do not stand upright. The starting area to be level. The minimum width of the circuit to be 10 metres after the first corner for a distance of at least 100 metres and may be reduced to 8 metres for 80m then 6 metres. A minimum distance of 3 metres must be allowed between two opposing sections of the track, or where this is not possible due to the terrain or nature of the circuit, a physical barrier shall be erected. Organisers will remain responsible for ensuring spectators are kept away from the circuit. Organisers will ensure that only the mechanic zone is used to signal riders and only officials at the event are allowed to go onto the circuit.
 - xviii) Where possible blind jumps must have two Marshals - i.e. one on top and one ± 20 metres in front of the jump.

The following requirements will be applicable to motocross in respect of the 50cc, 65cc and 85cc classes. Junior circuits will require a taper of 12m, 8m and then 6 metres

- i) A motocross course shall, unless authorised by the MSA MX Commission, be a maximum length of 800 metres for 50cc and for all other classes 1.8 km in length.
- ii) The length of the straight after the start must not be less than 50m and must not exceed 100m (distance from the starting gate to the point where the straight turns into the first bend).
- iii) The length of the course may be amended but may not exceed 1.8 km.
- iv) Where whoops are incorporated into a track, they must be safe for all riders:
 - immediately after a corner; be no longer than 40 metres; and no more than two whoop sections are permitted
 - at least 1m apart;
 - approachable at a reasonable speed;
 - such as not to allow too long a run-up;
 - wash boards are allowed to the maximum of 30cm high and 1,5m apart.
 - a minimum of 20 metres must separate the last whoop from the next obstacle

ADDITIONAL REQUIREMENTS APPLICABLE TO ALL NATIONAL CHAMPIONSHIP EVENTS:

- i) Inspections to ensure that the track facilities meet all requirements will be conducted. A committee comprising no less than 3 persons appointed by the Commission President/MSA will inspect the circuit and compile/complete a track inspection/grading report. Should the circuit fail to meet the minimum requirements it may be penalised by the immediate suspension of the event or by a penalty decided on by the Jury at the event.
- ii) The following services/facilities to be provided by Organisers:
 - A "jetting strip" of minimum length of 100 metres in each direction divided by a physical barrier and clearly marked;
 - A dedicated toilet for the use of riders in the waiting zone/pre-race paddock.
 - Toilets (Male). A minimum of four constructed toilets and a constructed trough or urinal large enough to accommodate 6 persons. (Constructed is defined as a brick and mortar structure with proper flushing toilets.)

MOTOCROSS

- Toilets (Female). A minimum of 6 constructed toilets to be provided.
- 2 washbasins for females and 2 washbasins for male toilets must be provided.
- Toilet areas including any additional toilet facilities must be maintained and serviced throughout the duration of the event. Sufficient disposable toiletries must be provided. (Soap, toilet paper, dustbins, towels and the like.)
- Showers are recommended
- Wash bays must be provided. **Only cement or brick constructions will be acceptable.** A minimum of 30 motorcycles must be accommodated at any one time. (It is recommended that at least 40 bikes can be accommodated.) Dedicated bays must be marked out, either by construction of bays (recommended) or by painting. A minimum of 30 taps must be provided with sufficient pressure to feed all points adequately. Washbays should be at least 5m wide.
- Any additional water provided (drums) must be on a dedicated cement or brick area. Wash bays are for the use of all riders and the reserving of specific bays is not permitted. Organiser must ensure that water run off is done to a designated drainage area or drain. It is recommended that a filtration system suitable for the separation of water and oil be inserted into this system.
No washing of motorcycles will be permitted in any area other than the designated wash bay area.
The penalty for the breach of this rule is IMMEDIATE EXCLUSION.
No private wash bays are permitted
- Adequate free drinking water clearly indicated as such must be provided.
- 1 Adequate track watering facilities;
- 2 Marshals must be provided at all jumps and obstacles. The Jury will, after checking the required track plan, determine the number of marshals, marshal points and medical posts required.
- 3 Phone and fax facilities at the circuit – optional;
- 4 Electricity supply at the circuit – optional;
- 5 A P.A. system adequate in all respects and able to cover all areas of the circuit including the spectator areas, wash bays, pit area, refreshment areas and the like. A second dedicated system must be provided for riders briefing and prize giving.
- 6 A podium for the top three finishers must be provided after the last heat in each class;
- A control tower/office/caravan for use by relevant parties;
- 7 A minimum of 2 “strippers” to be provided for backup lap scoring.
- 8 One official timekeeper with a minimum of two stop watches;
- 9 Clearly demarcated mechanics/signal zone of sufficient size with a safety entry/exit point;
- 10 Adequate safety and security measures as required by MSA and the MX Commission;
- 11 Two synchronized clocks to be available, one clock at the waiting zone and the other at Race Control, which times will become the official race times of the day.
- A waiting zone, to be erected near the start zone, with an entry from the pits and an exit to the start gates, is required.
- A suitable Jury room must be available at all events (compulsory);
- An enclosed, separate, medical room/facility (compulsory);
- 12 Televising the event will be compulsory if MSA/MX Commission has arranged a television package.
- A dedicated closed facility supplied with dedicated power must be provided for telemetry.
- A Chief Time Keeper and the Telemetry System will control the official race time
- 13 All Commission members will be issued with all access permits for all Motocross circuits giving unrestricted access to circuits and areas.
- Spectators and parents will not be allowed on circuits. Designated, fenced areas must be created for this purpose. During 50cc races dedicated officials will assist. No outside assistance will be permitted.
- 14 Adequate seating must be provided for spectators.
- 15 Organisers must ensure that a dedicated Jury Secretary is in attendance at all Jury meetings and that minutes are presented reflecting Jury meetings at all Jury meetings on the day
- 16 Organisers must ensure that Advertising and Publishing of events takes place prior to an

MOTOCROSS

- event.
- 17 Dedicated signage must be erected prior to the event and during the duration of the event indicating directions to hosting circuits.
- 18 Inflatable advertising arches and bridges may be utilized at MX events where these devices are erected with a safety system which prevents collapsing on deflation
- iv) Organisers must ensure that the event receives adequate publicity, both before and afterwards. Press releases may be submitted to MSA for further distribution, two weeks prior to an event. (Proof to be provided at 1st Jury Meeting of the event).
- v) Organisers are to make every effort to publicise route directions to the circuit to assist the public.
- vi) Alternative methods of advertising the event may be submitted timeously to the MX Commission for approval.
- vii) The minimum amount of prize money to be awarded at each National Championship event will be as follows, in respect of the classes:

TOTAL	CLASS	1st	2nd	3rd	4th	5th	6th	7th	8th
R1520-00	MX Pro Mini	R500	R300	R240	R200	R160	R120	0	0
R1810-00	MX High School	R550	R370	R300	R250	R210	R130	0	0
R2020-00	MX 2	R600	R440	R340	R320	R190	R130	0	0
R2020-00	MX 1	R600	R440	R340	R320	R190	R130	0	0
R1810-00	MX Vets	R550	R370	R300	R250	R210	R130	0	0
R1520-00	MX Ladies	R500	R300	R240	R200	R160	R120	0	0
R10,700.00									

Prize giving is based on a minimum of 10 riders per class, thereafter on a pro-rata basis calculated at 1 in 3 up to 10 riders.

Junior competitors will not be awarded prize money but will be awarded trophies, as per the supplementary regulations pertaining to the event. (No medals are permitted).

242. GENERAL REQUIREMENTS FOR ELIGIBILITY OF RIDERS

- i) Refer to GCR 243.
- ii) Once a rider attains the actual age, which makes him eligible to change classes, he may elect to do so on his birthday, provided that:
- His licence is suitably endorsed by MSA, prior to his competing in a higher class;
 - The age limit in respect of the minimum age starts on the rider's birthday and the maximum age will finish at the end of the year that the rider attains the maximum age (i.e. 31 December).
- iii) The original or certified copies of birth certificates or other proof of age must be produced to MSA on application for licences by all Junior competitors.
- iv) A competitor whose name appears on the Injury Registry and who is identified as "Unfit Certificate required", must submit a Medical Certificate from the treating Medical Practitioner stating that the competitor has completely recovered and is fit to compete. Failure to produce the required Medical Certificate timeously will result in the competitor being excluded from the event and losing all points scored on the day, these points will not be allocated at a later stage. The general principles for the return of an ill or injured competitor to competitive Motorsport are to be found in the Medical Code. It is the responsibility of the competitor to ensure that they submit a medical certificate indicating that they are fit to compete in Motorsport 5 (five) working days before the start of the event, sending it to MSA Head Office for review, processing and approval. It is the responsibility of the competitor to check the Injury register and ensure that MSA receives their letter timeously.

MOTOCROSS

243. CLASSES AND ELIGIBILITY OF MOTORCYCLES AND RIDERS (to be read in conjunction with SSR 242(ii)).

- 1) **MX 50cc (2 stroke Water-cooled motorcycles not exceeding 52cc)**
Age – 4 to 9 years.
Wheel size - Rear 10" and Front 12"
- 2) **MX 65cc (Clutch Lever with gears – motorcycles not exceeding 65cc)**
Age – 7 to 11 years.
Wheel size – Rear 12" and Front 14".
- 3) **MX 85cc (Clutch Lever with gears – motorcycles not exceeding 85cc)**
Age – 8 to 13 years.
Wheel size – Rear 14" and Front 17"
Will be bore and stroke to capacity only and no further restrictions will apply.
- 4) **MX Pro mini**
Age - 10 to 15 years old
85cc 2 stroke and 150cc 4 stroke motorcycles
Wheel size - Rear 14" and Front 17" or Rear 16" and Front 19"
(Within the class, 150cc motorcycles must meet the minimum requirement of 10 motorcycles in which case the 150cc will be run in a separate class in 2013. In the event that the 150cc does not meet the minimum number in 2012 for a class on its own, the 150cc will be phased out of this class for 2013)
- 5) **MX High School**
Two stroke motorcycles not exceeding 126cm
Wheel size – Rear 19" and Front 21"
Riders of 13 to 17 years of age.
- 6) **MX 2**
250cc four stroke motorcycles & 125cc 2 stroke motorcycles
Wheel size – Rear 19" and Front 21".
Riders of 15 years and older.
- 7) **MX 1**
250cc 2 stroke or 450cc 4 stroke motorcycles
Wheel size – Rear 19" and Front 21"
Riders of 16 years old and older
- 8) **MX Vets**
Motorcycles of unrestricted capacity.
Wheel Size – Rear 19" and Front 21".
Age - 29 years and older.
The combined Vets and Masters class will score as one Championship, but will operate on an age related bonus points system. A bonus point is allocated at age 35 & another at age 40. these start line points will be added to the overall points scored for EACH heat.
- 9) **MX Ladies**
(The same proviso for the 150cc as mentioned under Pro Mini class above will apply)
Riders 10 years old and older will compete in the 85cc Jnr class or 150cc 4 stroke class
Riders 13 years old and older can compete on Motorcycles not exceeding 125cc 2-stroke
Riders 15 years old and older can compete on Motorcycles not exceeding 250cc 4-stroke
Wheel Size – Mixed sizes as per manufacturer

NOTE 11: The combining of classes of different engine capacities namely 65cc/85cc and 85cc/125cc classes is prohibited, excluding the ladies class. These classes may not be combined with any other class.

NOTE 12: Organisers and Clubs may run an Enduro class at Motocross events as a support class only. No Motocross licence holder may participate in this class and it may not be run with any Motocross class

Environmental mats are compulsory for all motorcycles and quads. Mats must be of a size as to adequately protect the ground below the vehicle.

244. POINTS SCORING

Points will be awarded per class, per heat, as follows:

1st in class - 25

2nd in class - 22

3rd in class - 20, thereafter the points decrease by one point down to 22nd place.

In arriving at the overall position for the day in each class, any tie will be resolved in favour of the rider with the best position in the final heat.

All competitors must be included on the score sheets even if they DNF.

245. OFFICIAL AREA

Provision must be made for suitable accommodation for the Timekeepers, Lap Scorers, etc. so sited that during the progress of a race the number of laps covered by all competitors can be plainly observed and recorded.

246. COMPETITORS' ENCLOSURE

Provision must be provided at the circuit for a paddock for competing motorcycles, tow vehicles and trailers.

Direct access to the pre-race paddock and starting area must be provided. Official teams are to be provided with suitable pit parking areas as required from time to time provided the teams have made suitable arrangements with the Organisers/Promoters of the meeting.

247. MOTORCYCLES IN THE PITS

Motorcycles can only be ridden in the pits at a walking pace. Any competitors found riding his machine anywhere other than on the racetrack, jetting strip, or in the pits will be immediately excluded from the entire race meeting.

Pit bikes/quads/scooters/bikes may not be utilised in the pits/public areas/on the circuit by riders or their pit crew.

The penalty for breach of this rule is immediate exclusion of the competitor concerned.

248. THE JURY OF THE MEETING

i) The Jury system will apply to all international, national and regional championship events.

ii) Duties of the Jury President:

The Jury President must ensure that the decisions of the Jury conform to the rules published in the MSA Hand Book and the supplementary regulations of the meeting. He shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings. Any official communication of the Jury to the Clerk of the Course must be transmitted by the Jury President.

iii) **The Jury shall meet at least three times during the course of the meeting, namely:**

- a) before riders briefing;
- b) after practices;
- c) immediately after conclusion of the last event

Each Jury Meeting shall be attended by the following officials:

- Jury President
- Jury members

The following are entitled to attend the Jury meeting, but do not have voting rights:

- Race Director
- Clerk of the Course
- Assistant Clerk/s of the Course (if any)
- Chief Marshal
- Senior First Aid/Medical Official
- Jury Secretary
- National Riders' Representative/s
- Track Inspector
- Any other officials required for the conduct of the Jury meeting.

The decision of the Jury shall be reached by a simple majority, with the Jury President and

MOTOCROSS

- the Jury members each having a vote.
- iv) **Procedure at Jury meetings:**
At the first meeting of the Jury, the Jury shall approve the following matters:
- a) Amendments to any of the supplementary regulations after the opening date for entries, verifying that all riders and participants have been informed thereof;
 - b) Report of the Clerk of the Course stipulating that all riders entered are in possession of their licences as well as that all officials with any responsibility for the running of the meeting are at their posts;
 - c) Report of the official Track Inspector, and take any action necessary;
 - d) Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the meeting;
 - e) Report from the Chief Marshal as to the number of marshals on duty and that the marshalling arrangements for the meeting are to his satisfaction;
 - f) Report of the Senior First Aid Official that his Officials are satisfactorily stationed at the meeting and that he is satisfied with the facilities and arrangements made for first aid and medical treatment at the meeting including the qualifications of medical personnel.
 - g) Report of the riders' representative as to the riders' satisfaction with the circuit, the organisation of the meeting to date, and any other matters relating thereto. Minutes must be prepared of the Jury meetings by the Secretary of the Jury and must be signed by him and the Jury President. A copy of these minutes, together with the accident report forms, must be forwarded to MSA within seventy-two (72) hours of the meeting. The Jury members must accept the decision of the President regarding the interpretation of the MSA regulations.
 - h) At the last Jury meeting the Jury members will complete questionnaires as well as any other Commission Members who attend the race meeting and submit this to the Commission President.
- v) **Terms of Reference of the Jury:**
- a) The Jury exercises supreme control of the meeting but only in respect of the application of the MSA regulations and of the supplementary regulations for the meeting.
 - b) The Jury is not responsible for the organisation of the meeting in which they have no executive function. Therefore, all civil and legal responsibility lies with the Organisers/promoters.
 - c) The Jury authorise any alteration to the SR's or to the programme, provided the MSA regulations are observed.
 - d) The Jury is not authorised to make alterations to or additions to the MSA regulations, but is entitled to take decisions in exceptional cases.
 - e) The Jury is the only tribunal of the meeting competent to adjudicate upon any protest that may arise during a meeting, subject to the right of appeal.
- vi) **Stopping of a Meeting**
The Jury is entitled either on its own initiative or at the request of the organiser or the Clerk of the Course to delay the start of a meeting, to have the circuit track or venue improved, to prematurely stop or cancel part of the entire meeting because of urgent safety reasons, or for any other reasons of "force majeure".
- vii) **Minutes of the Jury Meeting:**
The minutes prepared by the Jury Secretary must state in detail any penalty/ies imposed, the decisions taken concerning any protests received (copies of which must be attached), the details of any injuries which may have occurred, any irregularities observed, as well as the opinion of the Jury regarding the success of the organisation and any remarks they consider to be worthy of special mention.

249. RACE DIRECTOR (Compulsory at all National Motocross Events)

Except for the Jury, all officials and their assistants are subject to the authority of the Race Director.

The MX Commission will appoint the Race Director.

If the Race Director is prevented from arriving at the meeting in time the Commission and or MSA will decide his replacement.

The Race Director exercises supreme control of the meeting and he is responsible for ensuring that all regulations are observed.

The Race Director has no responsibility for the organization of the meeting and has no executive duties.

The Race Director must be in attendance from at least the start of the meeting until the end of the meeting.

The Race Director must accompany the Jury and Clerk of the Course in conducting a track inspection including services and installations before the meeting begins.

The Race Director **may** make recommendations to the Jury regarding the running of a race, disqualification of a rider, duration of a race or the postponement, stopping or abandoning of the meeting.

In exceptional circumstances the Race Director may in conjunction with the Clerk of the Course adapt the duration of practice or a race.

250. CLERK OF THE COURSE

The Clerk of the Course cannot be a voting member of the Jury or Steward.

The Clerk of the Course is appointed by the Organisers and must have successfully participated in a seminar organised by MSA and obtained "Clerk of the Course" Licence.

The Clerk of the Course is responsible for the conduct and efficient running of the meeting. His essential duties are set out in GCR 156 but will also include:

- The Clerk of the Course must ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty.
- The Clerk of the Course must verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the meeting, e.g. suspension, disqualification or any other ban on riding.
- The Clerk of the Course can postpone the start of the meeting for an urgent case of safety or for any other case of "force majeure" or proceed with the improvement of the conditions of the circuit, track or venue, stop a meeting prematurely or cancel part of or the entire meeting.
- The Clerk of the Course can prevent a rider or motorcycle from starting, or order their withdrawal from the meeting if he considers such action necessary for safety reasons.
- The Clerk of the Course must ensure that the MSA rules are respected; he may propose penalties to the Jury.
- The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
- The Clerk of the Course must notify the Jury of all decisions to be taken or already taken, and of any protest addressed to him.
- The Clerk of the Course must collate the reports of the timekeeper and other executive officials and all other information necessary to present his report to the Jury, and to have the provisional results of the meeting approved.

The authority of the Clerk of the Course is overridden by the authority of the Race Director. At all times, the Clerk of the Course shall work in permanent consultation with the Race Director.

251. GENERAL PENALTIES IMPOSED BY THE CLERK OF THE COURSE

A 20-second stop/go penalty will be applicable in respect of a first offence where the rider will be black flagged and a board with his number on will be displayed. This will be displayed at the stop/go penalty area.

A rider who receives a stop/go penalty must proceed and finish the current lap. (Only where electronic timing is not in use) Where telemetry is used the COC may decide a penalty not less than 20 seconds and not more than 60 seconds.

MOTOCROSS

In the case of offences including yellow flags, the Clerk of the Course may impose a penalty of exclusion in cases where the COC believes competitors have contravened.

252. ENTRIES

For an entry to be valid, a completed entry form must be with the organiser by the closing date, payment for entries must be made when riders submit entries. The entry fee for National Championship events will be R880-00 for Senior riders and for the first class entered and R880-00 in respect of the 50cc, 65cc and 85cc classes. Should a rider enter more than one class, the entry fee for that class (i.e. the second entry) for seniors will be R560-00 and for juniors R560-00 in respect of the 50cc, 65cc and 85cc classes. Late entry fee will be enforced and will be R1200-00.

The late entry fee will be enforced if the rider/entrant's entry form is not in the possession of the race organiser by the closing date. The closing date for entries will be two weeks before the event and a list of entries received will be forwarded to the non-circuit sport co-ordinator at MSA by noon on the Tuesday, after the closing date for the event. Family members competing at the same event and on the same day, will be treated as a first entry and thereafter at the cost of a second entry for each class entered.

253. TELEMETRY

The riders will be responsible for the transponder during the entire event, where brackets are supplied by the service provider. Where no bracket is supplied by the service provider, the service provider assumes responsibility for the transponder.

254. ACCEPTANCE OF ENTRIES

Refer GCR's 99 - 101.

255. PROTEST PERIOD

Notwithstanding the general protest periods laid down in GCR 200, the protest period for motocross shall be 15 minutes.

256. FUEL

Only 95 pump fuel will be permitted to be used. Only pure, commercially available two-stroke oil may be added to the fuel used. In addition to, the fuel tests described in GCR 240 analysis of fuel may be carried out to test for additives like acetone, ruthard and nitromethane. Fuel removed as a result of a protest and or appeal, or removed by race officials for the purpose of sampling to determine compliance will be tested in the following way:

- a) A fuel sample will be taken from either the motorcycle at the start, during the course of, or after the event. The samples to be taken under the control and supervision of the Clerk of the Course and or Race Director and or Scrutiniser or technical consultant in the presence of the affected competitor/entrant
- b) Such sample will be sealed in a metal container designed for the purpose of maintaining the sample. Two further samples will be required, one of which will be handed to the competitor and the other retained as "sample B". Each container should ideally contain at least 250ml. Competitors will be required to supply information related to the fuel used including but not limited to make, octane, site of purchase, additives and where applicable the nature of any two stroke oil added to the fuel including the ratio. Each container will be effectively sealed and a label attached duly completed and signed by both the competitor/entrant and the person or persons overseeing the sealing indicating the time and date such sample was removed. A failure to the required information or the supply of information which will not allow for an accurate comparison test to be done where required, will result in immediate exclusion and or further disciplinary measures being taken against the offender.
- c) Testing of the sample will take place as soon as possible either at the event or shortly thereafter. All containers must remain in the possession of the delegated official and handed to MSA Head Office as soon as is practically possible.
- d) The testing method will be by the use of a Shatox Fuel Tester.
- e) Where testing is not conducted at the event, testing will be conducted at the offices of ATS (30 Schoongezicht Road, Bergbron, Johannesburg). Results of the relevant test will be made available

to the Clerk of the Course, who will be required to inform the competitor and or entrant of the result and any action taken. In all cases the "A" sample will be used. In the event of an Appeal, the "B" sample may be used as a comparative against the "A" sample.

- f) The maximum permissible Octane and RON may not in all instances exceed 95 and be commercially available pump fuel.

Any competitor or entrant found to be in contravention of the above mentioned regulations may be penalised in terms of GCR 176, and or fined an amount up to R10 000-00, and or held liable for all costs incurred in connection with the fuel testing/analysis.

257. RESPONSIBILITY

Each rider is responsible for the actions of his family and pit crew. Consumption of alcohol in the pits or in the circuit area is strictly forbidden and any unnecessary trouble caused by these individuals may result in the exclusion of the rider concerned for the day. Each competitor is responsible for the actions, acts or omissions of any and all of his or her supporters, irrespective of the title under which they attend such events.

Any undesirable act which is in the opinion of the Clerk of the Course and/or the Stewards of the meeting of such a nature as to bring the sport into disrepute, will be punishable by the exclusion of the competitor for no less than 6 events, or for a period not exceeding 6 months, whichever is the longer. This applies to 1st offences only and does not preclude MSA from instituting any further action it deems necessary. The rider's representative will also be the responsible person to lodge any queries, protests and appeals on behalf of the rider.

2012 SOUTH AFRICAN MOTOCROSS CHAMPIONSHIPS

ART

1. CLASSES

Senior Programme

MX Pro Mini
MX High School
MX 2
MX 1
MX Vets
Support Classes

Junior Programme

MX 50cc
MX 65cc
MX 85cc
Support Classes

NOTE 13: No inflatable advertising arches/bridges or similar devices are permitted over and or next to the circuit at any event, unless they have an approved arch or structure to support the inflatable arch or bridge from, so that in the case of deflation, it does not fall onto the circuit.

2. ELIGIBILITY OF RIDERS

This championship is open to riders holding valid National Motocross licences from the age of 4 years.

3. HEATS TO COUNT

The Championship will comprise of 6 rounds with two heats each per class for Seniors and Juniors. For Senior and Junior events, all heats to count. If for any reason scheduled heats are cancelled, then the best 10 out of 12 will score towards the Championship.

The Championship may be reduced until 10 Junior heats are run and 10 Senior heats are run. For a championship to be declared a minimum of 10 Heats with the minimum rider number must be complied with.

4. RACE DISTANCE

(Race order to be determined by the Race Director at the first National event)

The duration of each heat for the championship will be:

MX 50cc	10 mins + 1 lap
MX 65cc Clutch Lever with gears	12 mins + 1 lap
MX 85cc Junior Clutch Lever	15 mins + 1 lap
MX 2	20 mins + 1 lap
MX Pro Mini	15 mins + 1 lap
MX High school	15 mins + 1 lap
MX Ladies	12 mins + 1 lap
MX Vets	15 mins + 1 lap
MX 1	20 mins + 1 lap
Open Support (optional)	15 mins + 1 lap

5. SCORING

Standard scoring will apply for the championship. (See SSR 244).

6. AIM OF THE CHAMPIONSHIP

To declare a South African National Motocross Champion in each class.

7. SEPARATION OF TIES

In the case of a tie at the end of the season, the competitor with the greatest number of firsts will be declared the champion. If this does not resolve the tie, the greater number of seconds will count, failing this thirds, and so on. If a tie still remains, performance in all championship events will be taken into consideration and if this is still ineffective, MSA shall declare the winner on such a basis as it deems fit.

8. NUMBER OF STARTERS

For a Championship to be declared there must be an average of 10 riders per National Championship event, namely practice 1st heat or 2nd heat. All entries must appear on the result sheets, even if a rider does not start the 1st heat or does not complete racing for the day. To declare MSA Class Champions a minimum of 10 starters per event will be required.

9. TRACK INSPECTIONS

Prior to each National Championship event the track will be inspected for compliance and safety jointly by the MSA Motocross Commission.

10. STANDARD PROGRAMME FOR NATIONAL CHAMPIONSHIP MX EVENTS

Reserved

11. NOTE 16: The waiting zone will close 10 minutes before the scheduled time of the heat, as stipulated in the event SR's.

12. In winter months racing will start no later than 10.30 am.

13. NAMING & BROADCASTING

The Naming and Broadcasting rights holder for 2012 will be published if and when secured. Organisers and Clubs hosting National events are required to comply with the following set requirements:

- i. The rights holder will be entitled to 50% of the advertising space at the circuit
- ii. The rights holder will have first right of refusal for the start and finish area where applicable
- iii. Where MSA has entered into an agreement in respect of commercial rights to an event or series of events, the affected individual event promoters/organisers may not display or publish any advertising material that conflicts with the interests of the party whom MSA has entered into the aforementioned commercial rights agreement with.
- iv. Organisers must avoid any potential conflict by ascertaining from MSA (in writing) at least 7 days before the event, whether any potential conflict may arise as a result of an organiser/sponsor involvement.
- v. All television, radio, electronic and/or other media must include the rights holders details.
- vi. All advertising in which the event in question is mentioned including but not limited to clothing, trophies and the like must reflect the rights holders details.
- vii. The display of advertising can be placed on the front number board of each and every competing motorcycle. Besides the competition number and logo, no other advertising may be displayed on this number board.
- viii. Subsidiary sponsors not mentioned within the agreement related to the naming and broadcasting rights will not be permitted, however with the authority of MSA event organisers may have subsidiary sponsors for an individual event if same is confirmed with MSA.
- ix. As part of the package for television, a competitor nominated on the day will be requested to do an observation lap with a helmet camera of the circuit as part of the introduction of the TV package.

REGULATIONS AND SPECIFICATIONS FOR THE 2012 MSA NATIONAL SUPERMOTO CHAMPIONSHIP SERIES

INTRODUCTION

These regulations are based on the development of Supermoto for the year 2012.

These regulations are to be read in conjunction with General Competition rules and Standing Supplementary Regulations of Motorsport South Africa.

The term SUPERMOTO is to be used exclusively for events which incorporate a combination of approximately 70% Tar and 30% Dirt. The Commission may allow a different variation in special circumstances.

Where Tar classes compete, circuits will as far as possible be Tar only, but dirt sections may be included

No one event licences may be issued for Supermoto events

NOTE 1: MSA reserves the right to change these regulations without prior notice. A one-year notice period will be observed in respect of major changes such as championships, age groups and classes. The one year notice period will include but not be limited to Commission decisions taken in the preceeding year as and may be waived by the Commission and or MSA where deemed necessary.

NOTE 2: Any or all competitors wishing to expose or advertise sponsors will be required to hold a sponsors licence. The cost of which is set out in Appendix R.

NOTE 3: Where no specific Supermoto rule exists under this section the applicable rule under Motocross will apply. Where no rule exists, the GCR's will apply.

NOTE 4: A levy of R20.00 at all National events and R10.00 at all Regional and Club events will be levied.

NOTE 5: All Organisers/Clubs must arrange directly with the nominated MSA official / Commission President and series Sponsor representative regarding sponsors/naming and broadcasting rights, agreements and fees/costs. Organisers/Clubs are urged to ensure that written contracts are concluded between parties. (Please see SSR 145)

NOTE 6: No rider will be permitted to practice at a race meeting unless he has been given a valid scrutineering ticket

Once a rider attained the actual age which makes the rider eligible to change classes, the rider may elect to do so on the riders birthday, provided that:

- a) The riders license is suitably endorsed by MSA prior to competing in a higher class;
- b) The age limit in respect of the minimum age starts on the rider's birthday and the maximum age will be finishing at the end of the year that the rider attains the maximum age (i.e. 31/12)
- c) The original or certified copies of birth certificates or any proof of age must be produced to MSA on application for licenses by all Junior competitors.
- d) A competitor whose name appears on the Injury Register and who is identified as 'Unfit Certificate required', must submit a Medical Certificate from the treating Medical Practitioner stating that the competitor has completely recovered and is fit to compete. Failure to produce the required Medical Certificate timeously will result in the competitor being excluded from the event and losing all points scored on the day, these points will not be allocated at a later stage. The general principals for the

return of an ill or injured competitor to competitive motorsport are to be found in the Medical Code. It is the responsibility of the competitor to ensure that they submit a Medical Certificate indicating that they are fit to compete in Motorsport 5 (five) working days before the start of the event, sending it to MSA Head Office for review processing and approval. It is the responsibility of the competitor to check the Injury Register and ensure that MSA receives their letter timeously.

SSR

100. MODIFICATIONS TO MACHINES

S1 – 450 (Open to motorcycles over 250cc up to 450cc - 2 or 4 stroke)

S2 - 250cc 4 stroke motorcycles

S3 –125cc 2 stroke motorcycles

S3 Ladies - All 2 stroke and 4 stroke motorcycles up to 250cc

S4 – 85cc (2 Stroke or 150cc 4 Stroke motorcycles)

S5 – 65cc 2 stroke motorcycles

S6 – 50cc 2 stroke motorcycles

Masters – Any capacity motorcycle up to 450cc 4 stroke

Ladies Masters - All 2 stroke and 4 stroke motorcycles up to 250cc

Grand Masters –Any capacity motorcycle up to 450cc 4 stroke

Ladies Grand Masters - All 2 and 4 stroke motorcycles up to 250cc

Tar – Open to motorcycles 125cc - 450cc

101. Numbers

All machines must have three number plates. One on the front and one on each side at the rear where they can be clearly seen. All number plates fitted to the machine must be of a rigid material and solidly constructed. They must be elliptical or rectangular in shape and measuring 20mm x 240mm, and the space between any two numbers shall be a minimum of 10mm.

The minimum dimensions of the numbers must be:

Height: - 155mm

Width - 73mm

Stroke Width - 25mm

Any other number plate or marking on the motorcycle that might be confused with the number must be removed before the competition is allowed to start. Numbers are only available from MSA.

102. COLOUR OF NUMBERS

Numbers and Backings are free but must be contrasting to clearly see the racing number.

103. ALLOCATION OF NUMBERS

All numbers for the various classes will be allocated by MSA on a first come first serve basis.

This includes junior classes.

Number 1 is reserved for the rider attaining that position in the Championship the previous year.

Numbers 2 – 10 if not utilized by the competitor attaining that position from the previous year's results may be allocated to another competitor, provided confirmation in writing, has been received from the competitor attaining that position.

104. PROTECTIVE CLOTHING

i. Helmets of the full face type in sound condition and fitting the wearer are to be properly fastened and worn by all riders during racing and practice and must comply with the FIM Standards and Specifications.

ii. Protective clothing must also be worn by all riders during racing and practice.

This clothing is

a) Long sleeved jerseys of adequate strength to provide protection in the event of a fall;

b) Breeches of adequate strength to provide protection in the event of a fall;

c) Leather gloves of adequate strength to provide protection in the event of a fall is to be used;

SUPERMOTO

- d) Leather calf length motocross boots or Supermoto boots specifically made for Motocross/ Road racing;
 - e) Goggles and / or spectacles if worn must be made of non-splinterable material;
 - f) A full leather suite or leather padded pants, body armour and shirt is to be used, specifically designed for Supermoto is preferable; two piece leather suites are acceptable
 - g) Knee guards and gloves;
- Failure to comply with all these requirements may entail exclusion or a lesser penalty at the discretion of the Jury of the Meeting, Steward or Referee.

105. SCRUTINEERING

The following must be produced for approval at scrutineering and/or documentation:

- i. Valid competition license (entrant and rider);
- ii. Approved crash helmet with no visible defects;
- iii. Protective clothing including leather suite with numbers that are the same as those on the machine to be raced.
- iv. All competitors will be required to have a fire extinguisher, recommended size 2.5kg, which is to be displayed in the pits. Fire Strykers will also be permitted. The Jury of the day will do spot checks on pit areas.
- v. Scrutineering will only be carried out in the waiting zone or Self Scrutineering may apply. Forms will be available at registration and they must be returned completed when collecting a transponder. A Scrutineering sticker will be given to the rider on completion of the form.
- vi. At the start of practice and heats foot pegs will be checked and **sliders are compulsory**.
- vii. Competitors who are found to have defective brakes or oil leaks, will immediately be disqualified. All other defects will be dealt with at the discretion of the Clerk of the Course.
- viii. Coolants with no glycol or slippery additives are acceptable, provided the data sheet has been submitted for approval.
- x. All motorcycles including spare motorcycles must be scrutineered before the commencement of the first practice.

106. GENERAL REQUIREMENTS FOR ALL SUPERMOTO MACHINES

All Supermoto machines must comply with the following:

- i. Ball-ended clutch and handlebar brake levers.
- ii. A brake operating on each wheel.
- iii. Chain and suspension in good working order.
- iv. Self-closing throttle.
- v. Adequate mudguards.
- vi. Should part of the exhaust system detach (part) from the engine or come adrift, causing excessive noise, the competitor should proceed to the mechanic area within 1 lap of the exhaust becoming defective, the rider must repair such defect. Failure to do so will result in exclusion from that particular heat.
- vii. The end of the exhaust pipe must not project beyond any part of the machine or its bodywork. The exhaust gasses must be discharged so as not to raise dust or foul the tires or brakes of, or inconvenience, following riders.
- viii. Strong, folding footrests, preferably steel, this must be rounded on the ends (Preferably NOT Titanium) – sliders are compulsory.
- ix. There must be no fuel leaks
- x. Only tires readily available to the Public in South Africa may be used. Where a dispute regarding availability arises, proof will be required that the tire in question is not only supplied to, but available in all Motorsport Regions.
- xi. All machines must have a kill button in working order.
- xii. Environmental mats are compulsory for all motorcycles. Mats must be of a size as to adequately protect the ground below the vehicle.

107: ADDITIONAL TECHNICAL SPECIFICATIONS

In addition to the Motocross technical rules the following specifications will apply to motorcycles entering the Supermoto series. All classes, unless otherwise specified, will remain bore and stroke

- i. The approved method of testing will be the FIM 2 meter test method. The maximum permissible db count is 115 at full rpm. A maximum of 2 db deviance is permitted after competition testing.
- ii. There must be a clear colour distinction between the colour of the background and the colour of the number. Reflecting numbers are forbidden. See above for class colours.
- iii. A safety device (pin or lock nut) should be installed on the brake pad fixture.
- iv. The safety wire used on the bolts of the break calipers, must be visible.
- v. On 4-stroke engines, an oil catch tank of 200ml minimum, properly fastened, or a closed breather system must be installed.
- vi. One or several leak – proof catch tanks must be provided for the radiator water and the breather system of the fuel tank. These catch tanks must be emptied before each start. The catch tanks must collect all breather and overflows and the oil from the breather pipe on the motor.
- vii. Coolants acceptable the Commission are Maxima, Cool Aid and Engine Ice.
- viii. The safety wire must be used on oil and water filler caps, as well on drain plugs, must be visible.
- ix. Standard MX rims with road tyres are permitted in all Supermoto classes.
- x. The maximum tread depth on the front and/or tires must be 10mm in the middle.
- xi. Additional tread groves, cuts, etc are allowed on the front and/or back tyres.
- xii. Brakes – Carbon fiber or carbon composite brake discs and/or carriers are not permitted. Aluminum or titanium rear brake discs are prohibited.
- xiii. Frames as supplied by manufacturer
- xiv. Swing arms as supplied by manufacturer but may be modified or strengthened
- xv. Forks and Rear Shock as supplied by manufacturer (internals may be modified)
- xvi. Suspension springs may be altered
- xvii. Engine cases stock as supplied (internals may be modified).
- xviii. Cylinder open
- xix. Head as supplied (internals may be modified).
- xx. Cams, springs and valves are open.
- xxi. Air box - free
- xxii. Rear Wheel – 17” diameter and max width 5.5. (Carbon fibre wheels complying with the 2008 FIM specifications will be permitted)
- xxiii. Front Wheel – 16.5” or 17” diameter
- xxiv. One set of tyres may be used per class entered. For riders entering 2 classes, 2 sets of tyres may be used. The tyres will be marked when leaving the circuit after official qualifying and after each heat race. Tyres need to have a minimum of three marks on each tyre, this means at least 2 qualifying sessions and 1 heat gives you three marks.
Change tyres and then you have three heat races on the second set of tyres or you have two sets of rims and these are used only for one qualifying session and two race heats each, this means changing tyres and rims between classes). If you use one set of tyres for two classes you will have 6 marks on your tyres. Failure to have three marks will lead to five place penalty, 1st offence exclusion thereafter. In the event of a puncture another tyre may be used after consulting the COC. Tyre Stickers will be used
- xxv. Triple clamps open
- xxvi. Ignition/CDI open
- xxvii. Brakes – no carbon fibre allowed
- xxviii. Axle/Swingarm bolts, standard material (no titanium)
- xxix. No traction control (electronic)
- xxx. Fuel as per GCR 240
- xxxi. Radiators open

SUPERMOTO

- xxxii. Kill button must be installed
- xxxiii. Cubic capacity must comply with class rules
- xxxiv. Clutches open
- xxxv. Exhaust systems must comply with Environmental regulations. Current exhaust systems may not exceed 115db. In the event that a competitor's exhaust malfunctions by either falling off or as a result of damage, irrespective of the db level, the Clerk of the Course must issue the rider with an instruction to pull off at the repair zone where the exhaust must be repaired or replaced before continuing. Should a rider/competitor fail to do so, the penalty is exclusion. Should the damage occur on the last lap the rider/competitor will be penalised with a time penalty of 1 minute or with 4 places whichever is the greater, however this is only applicable on the last lap. Should a motorcycle be tested and found to be in contravention of the noise level a penalty of 4 places will be imposed from the race in which the competitor competed. Tests will be conducted using the FIM Technical specification.

108. EQUIPMENT TO BE REMOVED BEFORE SCRUTINEERING

- i. License Disc;
- ii. All badges other than stickers;
- iii. Luggage carriers;
- iv. Crash bars;
- v. Headlights, stoplights and indicator lenses;
- vi. Rear view mirrors and reflectors;
- vii. Centre and side stands.

109. PRACTICE

A practice period will be allocated to all classes. These time periods will be 10 minutes Practices may be combined.

110. STARTING POSITIONS

The supplementary regulations shall state the method of starting and the manner in which starting positions will be determined. This will be by:

- i. By ballot
- ii. By Championship standings
- iii. By practice qualifying times

111. TYPES OF STARTS

Mass starts in rows with a maximum three riders per row or if provided MX gates

112. STARTING GRID

The pole times for starting positions will be posted on the official notice board in the order of the starting grid or the grid for the first heat as per the Championship or as per SR's.

113. THE START

- i. All starts shall be with engines running
- ii. Competitors must line-up on the marked grid after a (one/two) warm up laps
- iii. The start will be carried out by the displaying of a row of red lights. When the lights go out, the race is officially started or by the dropping of a flag or by start gates normally between 2 and 5 seconds
- iv. Any rider unable to kick-start his machine once the grid is formed and the red flag is up must not delay the start but will be permitted to have his machine started with the help of officials once the race has commenced, without any penalty, which means riders are now under starters orders whilst the red flag is down, riders can be assisted by the officials to restart without a penalty on the grid. If a rider moves away from his grid position, he must form up at the back of the grid.
- v. The official and published time of the start will be strictly adhered to. Any motorcycle not on the starting line at the official time of the start may be excluded. Starting from pit lane is only permitted once all bikes have left the grid and on release of an official only if the rider was

- vi sent back to the pits by an official.
- vi Upon formation of the grid and the display of a green flag at the rear, the lights will come on. An official raising the red flag at the front of the grid will move off the circuit, after which the flag will be lowered and the lights will go off between 3 and 5 seconds later denoting the start of the race. The official at the front of this grid by moving off the circuit denotes that the competitors are under starters orders and NO movement of the motorcycle either forward or backwards is permitted. Where movement is detected a penalty of 30 seconds will be applied.
- vii Once the red flag is up, any assistance to start the bike will move the rider to the back of the grid.

114. FALSE / JUMP STARTS

False Starts

Should a false start occur, the race may be stopped. This may be done at any stage of the first lap by red flags. All riders shall then return to the starting line and form up in their previous starting positions. The offender will be penalized as per SR's. A False start is where the lights/gates malfunction only.

115. THE RACE

A. Withdrawal From Race

Competitors who are unable to participate in a race must inform the Clerk of the Course in writing as soon as possible, stating their reasons for such withdrawal, failing which a penalty may be imposed by the Clerk of the Course or Race Director.

B. Incidents, Accidents And Retirements

- i. Every competitor retiring from the race shall report this to the Clerk of the Course as soon as practicable. He/she will be required to sign a form declaring his/her retirement. Once a motorcycle has been retired, it may not rejoin the race and once a race has started a second motorcycle may not be used in that particular heat/race.
- ii. If during official practice or a race, a competitor has an accident/incident:
 - a) Serious enough to prevent him continuing with the race or practice; or
 - b) Involving another/other competitor/s and which involves stopping or going off the circuit, even through the motorcycles were able to continue, the rider must submit a report to the Clerk of the Course in writing within one hour of the end of official practice or the race, as the cause may be, stating briefly the circumstances surrounding the incident. Failure to submit this report may result in exclusion from the event and further disciplinary action by MSA.

C. General

- i. Any competitor leaving the course either on the ground, in the air or a short cut across a corner, must rejoin the course at the spot where he left it. Failure to comply may result in exclusion from the heat or race, particularly if an advantage has been gained.
- ii. It is forbidden to ride in the opposite direction of the course, unless given special permission by an official. The penalty for riding in the opposite direction is exclusion from the heat or race.
- iii. Any rider who retires from a race or heat shall immediately remove himself and his motorcycle from the course.
- iv. A motorcycle is deemed to cross a control line, such as a starting line or finishing line, when the foremost part of the motorcycle crosses the line.
- v. No rider is to indulge in unfair or dangerous conduct during a race.
- vi. A rider about to be overtaken shall not knowingly ride so as to impede his fellow riders.
- vii. Any rider deliberately cutting across another rider unfairly or deliberately "taking" another rider out, will be excluded.

SUPERMOTO

- viii. In terms of GCR 156 the Clerk of the Course may stop any competitor whom he deems to be a danger to fellow competitors.
- ix. If a rider returns to the pits or paddock during a race he/she will be deemed to have retired.

116. REPAIRS, REPLACEMENTS & FUELLING

A rider may repair or refuel his/her machine during a race provided he/she and his/her machine are taken by the rider to the demarcated signal, repair area.

117. FLAGS / LAST LAP SIGNAL

The following flags and last lap signals to be used:

- Red flag-** informs all riders that the practice or race has been stopped and that they must proceed to the pits or start line exercising extreme caution and being prepared to Stop at any time, if necessary. The red flag may also be used exclusively by the Clerk of the Course or his deputy, to close the circuit. It must be so positioned not to constitute a danger to any rider.
- Black flag-** shown by the Clerk of the Course together with a number board indicates to the competitor whose number is shown that he/she must stop at the nominated position at the end of that lap.
- Black & White diagonal flag** When shown with a competitors number by the clerk of the course, this indicates that you have a jump start penalty.
- Yellow flag-** indicates danger, either temporary or permanent, whatever its nature. A waved yellow flag denotes a dangerous situation in the sector following the marshal post concerned. Riders are to be instructed either by hand or flag, to use the unobstructed portion of the track, and if the obstruction is serious will show a waved yellow flag. When an obstruction occurs in a sector and a yellow flag is being waved, where possible the preceding post will display a stationery yellow flag to warn riders in good time of the danger. Competitors passing any yellow flag must slow down, maintaining their position relative to other competitors and be prepared to stop if so instructed by the Clerk of the Course and must observe caution for fallen riders and officials on the track, until the obstruction has been cleared, including the yellow flag. The Clerk of the Course will have the final say, in respect of competitors riding under yellow flag, should a dispute arise.
- White flag-** denotes that medical personnel are on the track attending to a fallen rider, all other riders to proceed with caution as under a yellow flag.
- Green flag-** (OPTIONAL) denotes 'all clear' after a dangerous situation Last lap signal may be given to competitors when one lap remains in an event. If such a signal is given it shall consist of a board (minimum 400mm x 400mm) with the figure "1" or the words "last lap" imposed thereon. The last lap signal is only an indication and if shown incorrectly, will not influence the official finish of the race.
- Blue flag-** another competitor is trying to overtake (rider being lapped). Tar and Dirt
- Black & White-
chequered flag** usually waved denotes finish of heat.

118. THE FINISH

The finish signal shall be the display of a black and white chequered flag.

The competitor in an event or part of an event (heat or final) who, having covered the required distance, crosses a finishing line first shall be the winner of that race. Thereafter the remaining competitors will be flagged off the circuit as they cross the finishing line. The supplementary regulations will detail a time limit, normally the average lap time plus 30 seconds, after the winner crosses the line, when the race will be judged to be finished. If, during the race the chequered flag is inadvertently displayed before the race was due to end it will, nevertheless, be deemed to have ended. To be classified as a finisher, a competitor must complete three quarters of the total number of laps completed by the winner of the event, whether passing the flag or not, DNF only if less than

75% of the total laps were competed by the competitor.

119. DEAD HEAT

In case of a dead heat, the competitors concerned shall share the prizes for the first and second place, or if the competitors agree, the Jury or Stewards of the Meeting/ Referee may authorise a re-run by such competitors only. The race or heat may not be re-run.

120. RACE STOPPED PREMATURELY

Once started, a race will not, except for reasons of force majeure or SSR 234, be prematurely stopped. If a race is stopped before the leading competitor has completed half the race distance, it will be invalid. If stopped at a later stage, the Jury or Stewards of the Meeting shall decide the result. Points will be awarded which appear to the Jury or Stewards to be justified in the circumstances.

121. THE COURSE

- i. All circuits will be inspected and approved by the track inspector / inspection committee appointed by the MSA MX Commission.
- ii. A Supermoto course shall, unless otherwise authorized by MSA, be between approximately 0.7km and 1.5 km in length. The course will generally have a minimum of approximately 30% dirt, and 70% tar of the total length.
- iii. A single race, heat final, or one race of a group must not exceed 40km. (Min 20km)
- iv. The direction of the course must be clearly indicated to the riders.
Spectators are to be kept away from the circuit by means of either a fence (not lower than 1.2 metres), tunnel, control gate or subway so that no person can cross the circuit during racing. Tire walls may be used on whoops and corners providing they are laid flat and do not stand upright. A maximum number of 26 (as per SR's) riders per race to be allowed or the discretion of the Clerk of the Course.

122. CLASSES AND ELIGIBILITY OF MOTORCYCLES AND RIDERS (to be read in conjunction with SSR 100 & MX SSR 242 (ii))

- i. S1
Open to motorcycles over 250cc up to 450cc - 2 or 4 stroke
Minimum age 15 years old.
- ii. S2
250cc 4 stroke motorcycles
Minimum age 14 years old
- iii. S3 National Challenge
125cc 2 stroke motorcycles
Rims and wheels free
Open to riders 13 - 17 years old
- iv. S3 Ladies.
All 2 stroke and 4 stroke motorcycles up to 250cc
Minimum age 14 years old.
- v. S4
85cc 2 stroke or 150cc 4 stroke motorcycles
Open to riders 8 – 15 years old
Rims and wheels free
- vi. S5 – 65cc National Challenge
65cc 2 stroke motorcycles
Open to riders 7 – 11 years old
- vii. S6 – 50cc National Challenge
50cc 2 stroke motorcycles
Open to riders 4 – 9 years old
- viii. Masters
Any capacity motorcycle up to 450cc (4 Stroke).

SUPERMOTO

- Minimum age 35 years and older
- ix. Ladies Masters (National Challenge)
Age - 30 years and older - all 2 stroke and 4 stroke motorcycles up to 250cc
- x. Grand Masters National Challenge
Any capacity motorcycle up to 450cc (4 stroke)
Minimum age 45 years and older
- xi. Ladies Grand Masters Class - National Challenge
Age - 40 years and older - all 2 and 4 stroke motorcycles up to 250cc
- xii. Tar
Open to motorcycles 125cc to 450cc
Minimum age 15 years old
- xiii. Only motorcycles which are recognised by the Commission for competition in each specific class will be permitted. The general rule is that only Motocross motorcycles converted to Supermoto or specific Supermoto motorcycles may compete.
- xiv. Pit bikes and direct conversions of pit bikes, are not permitted
- xv. A specific one make or multiple development class may be introduced by the Commission.

123. POINTS SCORING

Points will be awarded per class, per heat, as follows:

1st in class	25
2nd in class	22
3rd in class	20,

thereafter points decrease by one point down to 22nd place.

In arriving at the overall position for the day in each class, any tie will be resolved in favor of the rider with the best position in the Last heat.

124. OFFICIAL AREA

Provision must be provided at the circuit for a paddock for competing motorcycles, tow vehicles and trailers. Direct access to the pre-race paddock and starting area must be provided. Official teams are to be provided with suitable pit parking areas as required from time to time.

125. MOTORCYCLES IN THE PITS

Motorcycles can only be ridden in the pits at a walking pace. Any competitor/s found riding his machine anywhere other than on the racetrack, jetting strip, or in the pits will be immediately excluded from the entire race meeting.

126. THE JURY OF THE MEETING

- i. The Jury system will only be applicable to National events.
- ii. Duties of the Jury President:
The Jury President must ensure that the decisions of the Jury conform to the rules published in the MSA Hand Book and the supplementary regulations of the meeting. He shall determine the times of the Jury meetings and, if necessary, convene any extra ordinary meetings. An official communication of the jury to the Clerk of the Course must be transmitted by the Jury President.
- iii. The Jury shall meet at least three times during the course of the meeting, namely:
 - a) Before riders briefing;
 - b) After practices;
 - c) Immediately after conclusion of the last event
- iv. Each Jury Meeting shall be attended by the following officials:
 - a) Jury President
 - b) Jury Members
- v. The following are entitled to attend the Jury meeting, but do not have voting rights:
 - a) Clerk of the Course
 - b) Assistant Clerk/s of the Course

- c) Chief Marshal
 - d) Senior First Aid / Medical Official
 - e) Jury Secretary
 - f) National Riders' Representative/s
 - g) Track Inspector
 - h) Any other officials required for the conduct of the Jury meeting. The decision of the Jury shall be reached by simple majority, with the jury President and the jury members each having a vote.
- vi. Procedure at Jury meetings:
At the first meeting of the Jury, the Jury shall approve the following matters:
- a) Amendments to any of the supplementary regulations after the opening date for entries, verifying that all riders and participants have been informed thereof;
 - b) Report of the Clerk of the Course stipulating that all riders entered are in possession of their licenses as well as that all officials with any responsibility for the running of the meeting are at their posts;
 - c) Report of the official Track Inspector, and take any action necessary;
 - d) Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the meeting;
 - e) Report from the Chief Marshal as to the number of marshals on duty and that the marshalling arrangements for the meeting are to his satisfaction;
 - f) Report of the Senior First Aid Official that his Officials are satisfactory stationed at the meeting and that he is satisfied with the facilities and arrangements made for first aid and medical treatment at the meeting including the qualifications of medical personnel.
 - g) Report of the riders' representative as to the riders' satisfaction with the circuit, the organization of the meeting to date, and any other matters relating thereto. Minutes must be prepared of the Jury meetings by the Secretary of the Jury and must be signed by him and the Jury President. A copy of these minutes, together with the accident report forms, must be forwarded to MSA within seventy-two (72) hours of the meeting. The Jury members must accept the decision of the President regarding the interpretation of the MSA regulations.
- vii. Terms of Reference of the Jury:
- a) The Jury exercises supreme control of the meeting but only in respect of the application of the MSA regulations and of the supplementary regulations for the meeting.
 - b) The Jury is not responsible for the organization of the meeting in which they have no executive function. Therefore, all civil and legal responsibility lies with the organizers/promoters.
 - c) The Jury authorise an alteration to the SR's or to the program, provided the MSA regulations are observed.
 - d) The Jury is not authorized to make alterations to or additions to the MSA regulations, but is entitled to take decisions in exceptional cases.
 - e) The Jury is the only tribunal of the meeting competent to adjudicate upon any protest that may arise during a meeting, subject to the right of appeal.
- viii. Stopping of a Meeting:
- a) The Jury is entitled either on its own initiative or at the request of the organizer or the Clerk of the Course to delay the start of a meeting, to have the circuit track or venue improved, to prematurely stop or cancel part of the entire meeting because of urgent safety reasons, or for any other reasons of "force majeure".
- ix Minutes of the Jury Meeting:
The minutes prepared by the Jury Secretary must state in detail any penalty/ies imposed, the decisions taken concerning any protests received (copies of which must be attached), the details of any accidents which may have occurred, any irregularities observed, as well as the opinion of the Jury regarding the success of the organization and any remarks they consider to be worthy of special mention.

SUPERMOTO

127. RACE DIRECTOR (Compulsory at all National Supermoto Events)

Except for the Jury, all officials and their assistants are subject to the authority of the Race Director. The MX Commission will appoint the Race Director.

If the Race Director is prevented from arriving at the meeting in time the Commission and or MSA will decide his replacement.

The Race Director exercises supreme control of the meeting and he is responsible for ensuring that all regulations are observed.

The Race Director has no responsibility for the organization of the meeting and has no executive duties.

The Race Director must be in attendance from at least the start of the meeting until the end of the meeting.

The Race Director must accompany the Jury and Clerk of the Course in conducting a track inspection including services and installations before the meeting begins.

The Race Director may make recommendations to the Jury regarding re running of a race, disqualification of a rider, duration of a race or the postponement, stopping or abandoning of the meeting.

In exceptional circumstances the Race Director may in conjunction with the Clerk of the Course adapt the duration of practice or a race.

128. CLERK OF THE COURSE

The Clerk of the Course cannot be a voting member of the Jury or Steward.

The Clerk of the Course is appointed by the Organisers and must have successfully participated in a seminar organised by MSA and obtained "Clerk of the Course" Licence.

The Clerk of the Course is responsible for the conduct and efficient running of the meeting. His essential duties are set out in GCR 156 but will also include:

The Clerk of the Course must ensure that the circuit, track or venue is

- in good condition, that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty.
- The Clerk of the Course must verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the meeting, e.g. suspension, disqualification or any other ban on riding.
- The Clerk of the Course can postpone the start of the meeting for an urgent case of safety or for any other case of "force of majeure" or proceed with the improvement of the conditions of the circuit, track or venue, stop a meeting prematurely or cancel part of or the entire meeting.
- The Clerk of the Course can prevent a rider or motorcycle from starting, or order their withdrawal from the meeting if he considers such action necessary for safety reasons.
- The Clerk of the Course must ensure that the MSA rules are respected; he may propose penalties to the Jury.
- The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
- The Clerk of the Course must notify the Jury of all decisions to be taken or already taken, and of any protest addressed to him.
- The Clerk of the Course must collate the reports of the timekeeper and other executive officials and all other information necessary to present his report to the Jury, and to have the provisional results of the meeting approved.

The authority of the Clerk of the Course is overridden by the authority of the Race Director. At all times, the Clerk of the Course shall work in permanent consultation with the Race Director.

129. GENERAL PENALTIES IMPOSED BY THE CLERK OF THE COURSE

A 20-second stop/go penalty will be applicable in respect of a first offence where the rider will be black flagged and a board with his number on will be displayed. This will be displayed at the stop/go penalty area.

A rider who receives a stop/go penalty must proceed and finish the current lap. (Only where electronic timing is not in use) Where telemetry is used the COC may decide a penalty not less

than 20 seconds and not more than 60 seconds.

In the case of offences including yellow flags, the Clerk of the Course may impose a penalty of exclusion in cases where the COC believes competitors have contravened.

130. COMPETITION LICENCES

Competitors must take a National Supermoto license for 2011.

131. OUTSIDE ASSISTANCE/COURSE CUTTING

Riders may not use any starting aid devices (starting blocks, other elevating devices ect at the start except for hole shot device), except for the S5 and S6 classes

Any outside assistance on the course is forbidden during the qualifying and/or timed practice(s) and the race(s)/heat(s) unless it is carried out by a marshal appointed by the organizer carrying out his duty in the interest of safety. The penalty for a breach of this regulation is immediate disqualification.

At the side of the track an area must be reserved for repairs during the practices and the races/heats. In this specific area, the only persons allowed are the mechanics who may make repairs or adjustments to the motorcycles, the signalers and Officials.

Any refueling must be done with engines dead.

Riders entering the repair zone must stop before returning to the track. A breach of this regulation will result in exclusion from the heat/race in question.

Radio Communication with the riders will not be allowed.

Course cutting is forbidden. The penalty for attempting to gain an advantage by course cutting will be exclusion from the respective practice session or race/heat. Where necessary further penalties may be imposed by the Jury.

132. ENTRIES

For an entry to be valid, a completed entry form must be with the organiser by the closing date as stipulated in the supplement regulations.

Entry Fee – R880.00

S4, S5 & S6 entry fee - R440-00

2nd class – R440-00

2nd Family member – R440-00

133. TELEMETRY

Where transponders are utilised, the competitor accepts that he/she on receiving the transponder remains responsible for any loss or damage to the transponder until such time as it is returned.

Any loss or damage will result in the competitor being required to pay an amount sufficient to replace the transponder. This to be done prior to any further competition by the competitor.

134. ACCEPTANCE OF ENTRIES

Refer GCR's 99 – 101

135. PROTEST PERIOD

Notwithstanding the general protest periods laid down in GCR 200, the protest period for Supermoto shall be 15 minutes after the official results have been posted on the official notice board.

136. FUEL

Only 95 Octane Pump Fuel will be permitted to be used. Only pure, commercially available 2-stroke oil may be added to the fuel used. In addition to the fuel tests described in GCR 240, analysis of fuel may be carried out to test for additives like acetone, ruthard and nitromethane. Details of the testing methods will be as per the body appointed by MSA, and will be available from MSA on request. Control fuel may be utilised and MSA, the Commission and Organisers may as and when required, introduce control fuels for use by competitors. The cost of such control fuel to be borne by the competitor.

SUPERMOTO

137. RESPONSIBILITY

Each rider is responsible for the actions of his family and pit crew. Consumption of alcohol in the pits or in the circuit area is strictly forbidden and any unnecessary trouble caused by these individuals may result in the exclusion of the rider concerned for the day. Each competitor is responsible for the actions, acts or omissions of any kind and all of his or her supporters, irrespective of the title under which they attend such events. Any undesirable act, which is in the opinion of the Clerk of the Course and /or Stewards of the meeting of such a nature as to bring the sport into disrepute, will be punishable by the exclusion of the competitor for no less than 3 events of the status of the events at which the competitor is competing, or for a period not exceeding 3 months, whichever is the longer. The rider's representative will also be the responsible person to lodge any queries or protests on behalf of the rider.

2012 SOUTH AFRICAN SUPERMOTO CHAMPIONSHIPS

(All Championship Classes will carry an entry of R880-00 per class. All Support class entries will be determined by the Organiser.)

138. CLASSES

S1 Class	Masters Class
S2 Class	Ladies Master Class
S3 Class	Grand Masters Class
S3 Ladies Class	Ladies Grand Masters Class
S4 Juniors Class	S5 Class
Tar Class	S6 Class

Regional Classes and numbers to be determined by the Regional Committee and Supermoto Committee.

The average number of competitors, per National class, for a Champion to be declared is 10.

This being in either practice, first or second heat.

Support classes will be permitted.

139. ELIGIBILITY OF RIDERS

This Championship is open to riders holding valid National Supermoto Licences for 2012 in the S1, S4 Junior, Masters, S3 Ladies, Tar and S2 classes

The Championship is open to riders holding valid National Challenge Supermoto Licences for 2012 in the Grand Masters, Ladies Masters, Ladies Grand Masters, S3, S5 and S6 Classes.

140. HEATS TO COUNT

The Championship will comprise of 7 rounds with 15 heats and no drops counting towards the Championship, except for the S1 class, where there are 7 rounds, with 21 heats and no drops.

141. RACE DISTANCE

All championship Classes will run approximately fifteen minutes per heat provided this is not greater than 40 kms.

142. AIM OF THE CHAMPIONSHIP

To declare a South African Champion (Supermoto) in each class.

The race programme will be in the Supplementary Regulations.

Please note the waiting zone closes 10 minutes before the scheduled time of the heat as stipulated in the event SR's. Once the waiting zone is closed the competitor is not allowed onto the circuit for that heat.

143. TRACK INSPECTIONS

Prior to each national Championship Event the track will be inspected by a Committee comprising of representatives from the Regional Safety Committee and Supermoto Committee will inspect circuits timeously.

144. PRACTICE

Notwithstanding the provisions of SSR 229, venues and/or circuits may be utilised in the two weeks prior to a National event for Supermoto practice, where the circuit is utilised in a reverse direction, or as part of another facet of Motorsport, or where the rider competes in a sanctioned MSA event during this period.

145. NAMING & BROADCASTING

The Naming and Broadcasting rights holder for 2012 will be published if and when secured.

Organisers and Clubs hosting National events are required to comply with the following set requirements:

- i. The rights holder in negotiation with the Organiser/Club will be entitled to 50% of the advertising space at the circuit
- ii. The rights holder will have first right of refusal for the start and finish area where applicable
- iii. Where MSA has entered into an agreement in respect of commercial rights to an event or series of events, the affected individual event promoters/organisers may not display or publish any advertising material that conflicts with the interests of the party whom MSA has entered into the aforementioned commercial rights agreement with.
- iv. Organisers must avoid any potential conflict by ascertaining from MSA (in writing) at least 7 days before the event, whether any potential conflict may arise as a result of an organiser/sponsor involvement.
- v. All television, radio, electronic and/or other media must include the rights holders details.
- vi. All advertising in which the event in question is mentioned including but not limited to clothing, trophies and the like must reflect the rights holders details.
- vii. Subsidiary sponsors not mentioned within the agreement related to the naming and broadcasting rights will not be permitted, however with the authority of MSA event organisers may have subsidiary sponsors for an individual event if same is confirmed with MSA.

MOTORCYCLE & QUAD OFF ROAD RACING REGULATIONS APPLICABLE TO ALL EVENTS

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

INDEX

SSR

- 321 CONDITIONS OF AND AIM OF THE SOUTHERN AFRICAN OFF ROAD MOTORCYCLE AND QUAD CHAMPIONSHIP
- 322 SCORING
- 323 CLASSIFICATION & TIME BAR
- 324 AWARDS
- 325 ELIGIBILITY OF COMPETITORS
- 326 ENTRIES
- 327 THE JURY OF THE MEETING
- 328 RESERVED
- 329 GENERAL CONDITIONS FOR ALL MOTORCYCLES AND QUADS & ESSENTIAL EQUIPMENT
- 330 NUMBERS & BACKING COLOURS
- 331 CLASSIFICATION AND SPECIFICATIONS FOR OFF ROAD MOTORCYCLES
- 332 CLASSIFICATION AND SPECIFICATION FOR OFF ROAD QUADS
- 333 RESERVED
- 334 PRE-RACE PRACTISING
- 335 RIDERS BRIEFING
- 336 TESTING AREA
- 337 PRE-RACE / IMPOUND PADDOCK
- 338 ROUTE
- 339 STARTING ORDER
- 340 ROUTE MARKING
- 341 PUBLIC ROADS & ROAD CROSSINGS
- 342 ROUTE DIRECTION & DEVIATION
- 343 ROUTE CONTROLS
- 344 SERVICE CREWS/OUTSIDE ASSISTANCE
- 345 REFUEL
- 346 USE OF GPS DEVICES
- 347 COMPETITOR CONDUCT
- 348 RESERVED
- 349 TIMEKEEPING AND RESULTS
- 350 TRANSPARENCY
- 351 ORGANISATIONAL REQUIREMENTS FOR SOUTHERN AFRICAN OFF ROAD MOTORCYCLE AND QUAD NATIONAL CHAMPIONSHIP EVENTS
- 352 PENALTIES
- 353 ENVIRONMENTAL

MOTORCYCLE & QUAD OFF ROAD RACING REGULATIONS APPLICABLE TO ALL EVENTS

SSR

321. CONDITIONS OF AND AIM OF THE SOUTHERN AFRICAN OFF ROAD MOTORCYCLE AND QUAD CHAMPIONSHIP

For a championship to be declared there must be an average of 10 starters per national class calculated over the total number of rounds in the championship. All entries must appear on the result sheets.

The National off-road championship will comprise 6 events, with all events to count towards the championship.

Competitors may only score in one national class or challenge at an event, with the exception of the Ladies Quads who may enter in both the Ladies and one other class, should they so wish. Where national events include a regional event, competitors competing in both national and regional events may only score in one national class and one regional class.

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

a) MOTORCYCLES

- i) To declare Southern African Off Road Motorcycle National Champions in the OR1 (Open), OR2 (250), OR3 (200), OR4 (Under 21), Senior and Master Classes.
- ii) To announce an Off Road National Motorcycle Overall winner from one of the OR1 (Open), OR2 (250), OR3 (200), OR4 (Under 21) classes.
- iii) To declare the Southern African Manufacturers Champion.
- iv) To announce winner in the Silver Challenge. Silver Challenge winners may not re-compete in the class and winners of the previous year's Silver Challenge will be entitled to free entries in a National class in the next year.

b) QUADS

- i) To declare Southern African Quad Champions in the Q1, Q2, Senior and Master Classes.
- ii) To announce an Off Road National Quad Overall winner from one of the Q1 or Q2 classes.
- iii) To declare the Southern African Manufacturers Champion.
- iv) To announce a winner in the Silver Challenge and Q3 Class. Silver Challenge winners may not re-compete in the class. And winners of the previous year's Silver Challenge will be entitled to free entries in a National class in the next year.
- v) To announce challenge winners in the Ladies Quad Challenge.

322 SCORING

a) Points Scoring

Points Allocation – All Events				
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

The above-mentioned scoring system shall apply to the overall as well as to each classes' scoring. Marathon events will be allocated one and half times normal points.

OFF ROAD MOTORCYCLE & QUAD

b) **Separation of ties**

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

323 **CLASSIFICATION & TIME BAR**

a) **CLASSIFICATION**

- i) To be classified as a finisher of an event a competitor must complete Racing Section 2 (& 3 if a marathon) before the time bar. The competitor with the least total time including any penalties in each class and overall will be declared the class & overall winners of the event (for motorcycles & quads respectively)
- ii) To be deemed to have finished Racing Section 1, competitors must complete this section within the prescribed time of twice that of the fastest overall competitor. Racing Section 1 (Time Trial) is only compulsory for National Championship Classes.

b) **CESSATION OF RACING**

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

- i) Extreme weather conditions
- ii) Serious or fatal accident
- iii) Sections of the route being deemed impassable owing to recent extreme weather or other unforeseen circumstances.
- iv) Dangerous circumstances for riders involving spectators or bystanders.
- v) Any other circumstances which the Clerk of the Course, in his sole discretion, deems to be dangerous or prejudicial to competitors.
- vi) In the event of an event being halted as above or for any other reason, the Clerk of the Course will inform all marshal points to stop competitors. The riders will be scored back to the last timing point they passed before the event was stopped.

c) **RACE STOPPED PREMATURELY**

Once started a race will not, except for the reasons stated above, be halted. If a race is stopped before the leading competitor has reached half distance of Racing Section 2 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.

In a marathon event, if the race is stopped before half distance of Racing Section 2, the above will apply. If a race is stopped after half distance of the Racing Section 2 but before half distance of Racing Section 3, the race will be declared finished and points awarded on the scale of 1 times normal points as envisaged. If the race is stopped after half distance of Racing Section 3, the race will be declared finished and the scale of 1½ times points will be awarded.

d) **TIME BAR**

The time bar for either quads or motorcycles must allow for the delay in starting times between them. A fixed time will be published in the SR's. Time bars on the route will be advised in the final instruction or by official notice. The Clerk of the Course may at his discretion extend or amend the time bars as advised in the SR's on the day should circumstances dictate. In determining time bars, organisers should set the time bars on safety & organisational deadlines rather than intending them to be punitive.

324 **AWARDS**

Overall First Motorcycle & Quad

Classes 1st to 5th in each class, on a pro rata basis – 10 riders, 5 trophies; less than 10 riders, 3 trophies; less than 5 riders, 2 trophies; less than 3 riders 1 trophy.

Last Finisher

First Female Competitor

First Club member of the Organising Club

OFF ROAD MOTORCYCLE & QUAD

Manufacturer's Award This award will be made to both motorcycle and quad categories. The three motorcycles/quads of the same manufacturer having the lowest aggregate overall finishing positions will be adjudged the winning manufacturer's team. In the event of a tie, the finishing positions of the highest placed members of the respective teams will be used to determine the winning team.

Finishers Badges must be awarded to all finishers.

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

325 ELIGIBILITY OF COMPETITORS

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

- a) All Entrants and Riders must hold a valid current competition licence applicable to the status of the event.
- b) Novice/Silver/Ladies Class competitors may participate at national events on a Regional or Club licence. National license holders may enter silver challenge, however may not ride any national championship class at the same event.
- c) All competitors at Senior national and regional events must be at least 16 years of age. Once a rider attains the actual age which makes him eligible to compete in a Senior Off Road event he/she may compete.
- e) Competitors under the age of 18 years will be restricted to the following classes at all events:
Quad competitors on maximum 451cc 4 stroke or 300 cc 2-stroke
Motorcycles: OR4 (under 21) or Silver Challenge class.
Maximum 201cc 2-stroke motorcycles or 251cc 4 stroke.

326 ENTRIES

The maximum entry fees for National events is R1300 for all classes and R1600 for marathon events. For National events; the late entry fee will be an additional R300.00. For National events that are combined with regional/club events, the additional fee for any other championships will be R200 over and above the national fee. The maximum fee chargeable at an event is R1500 and R1800 for marathon events – excluding the R300 late entry charge. All competitors must have submitted properly completed and signed entry forms. Entries received without the appropriate entry fee stated in the regulations will be invalid. Entries will close ten days before the event in the case of National events. Late entries will be accepted at the discretion of the organisers, However the conditions of late entry must be written in the Supplementary Regulations and be adhered to.

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

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

327 THE JURY OF THE MEETING

- a) The Jury system will apply to all International, National and Regional championship events.
- b) The Jury will consist of:
Jury President (Commission together with MSA appointed for Nationals and MSA approved for Regional Events).
MSA appointed Jury Member (Commission together with MSA appointed for Nationals, not required for Regional Events)
Club appointed Jury Member
- c) **Duties of the Jury President:**

OFF ROAD MOTORCYCLE & QUAD

The Jury President will determine the times of the Jury meetings and, if necessary, convene any extra-ordinary meetings. An official communication or instruction of the Jury to the Clerk of the Course must be notified by the Jury President in writing.

- d) **The Jury shall meet as follows:**
- i) before the start of Racing Section 1 and the start of the race.
 - ii) after Racing Section 1 has been completed (if a Time Trial is held)
 - iii) after Racing Section 2 has been completed (if a Marathon)
 - iv) immediately after conclusion of the event
 - v) On all days to consider protests and appeals.
- e) In addition to the Jury the following must attend the first Jury meeting, but do not have voting rights:
Clerk of the Course
Chief medical Officer
Jury Secretary (if appointed, otherwise the Jury President must assume this responsibility)
Any other officials required by the Jury for the conduct of the Jury meeting.
In addition to the Jury the following are entitled to attend all the Jury meetings, but do not have voting rights
Clerk of the Course
Assistant Clerk/s of the Course (if appointed)
Chief Marshal
Chief Medical Officer
Jury Secretary
National Riders Representative/s
Person in charge of route marking
Any Commission member who happens to be at the race but must declare any self interest
Any other officials required for the conduct of the Jury meeting.
The decision of the Jury will be reached by a simple majority, with the Jury President and the Jury members each having a vote.
- f) **Procedure at Jury meetings:**
At the first meeting of the Jury, the Jury will approve the following matters:
- i) Amendments to any of the Supplementary Regulations verifying that all riders and participants have been informed thereof.
 - ii) Report of the Clerk of the Course stating that all documentation processes are in place, including verification of competition & entrants licences, that the injury register has been checked against the entry list and that all officials & marshals necessary for the running of the event will be present at their required posts and have been briefed and are acquainted with their duties.
 - iii) Report on route marking and take any action necessary.
 - iv) Report from the Chief Marshal as to the number of marshals on duty and that the marshalling arrangements for the meeting are to his/her satisfaction.
 - v) Report of the Chief Medical Officer that his/her staff will be satisfactorily and timeously stationed at the meeting. The MSA Medical attendance register must be presented to the Jury President.
 - vi) Minutes must be prepared of the Jury meetings by the Secretary of the Jury and must be signed by him/her and the Jury President. A copy of these minutes must be forwarded to MSA within seventy-two (72) hours of the meeting.
- g) **Terms of reference of the Jury**
- i) The Jury exercises supreme control of the meeting but only in respect of the application of the GCR's, SSR's and Supplementary Regulations for the meeting.
 - ii) The Jury must ensure that the decisions of the Jury conform to the GCR's, SSR's and the Supplementary Regulations of the event.
 - iii) The Jury must satisfy itself that the organisational standards are compliant with relative SSR's and commission guidelines
 - iv) The Jury is not responsible for the organisation of the meeting in which they have

OFF ROAD MOTORCYCLE & QUAD

no executive function. Therefore, all civil and legal responsibility lies with the organisers/promoters.

- v) The Jury may authorise an alteration to the SR's or to the programme, provided the GCR's & SSR's are complied with.
- vi) The Jury may make a ruling in exceptional circumstances if a situation is not covered by the GCR's, SSR's or the Supplementary Regulations.
- vii) The Jury is the only tribunal of the meeting competent to adjudicate upon any protest that may arise during a meeting, subject to the right of appeal.
- viii) The Jury must complete the pre-scribed Jury Report Questionnaire
- ix) The Jury will be bound by GCR's 151 & 152 as to its duties, authorities and responsibilities by the substitution of the word "steward/s" by "jury member/s"

h) **Stopping of a Meeting**

The Jury is entitled either on its own initiative or at the request of the Clerk of the Course to delay the start of a meeting, to prematurely stop or cancel part or the entire meeting because of urgent safety reasons, or for any other reasons of "force majeure". See SSR 323 in this regard.

i) **Minutes of the Jury Meeting**

The minutes must state in detail any penalty/ies imposed, the decision taken concerning any protests received (copies of which must be attached), any irregularities observed, comment on the number of injuries as well as the opinion of the Jury regarding the success of the organisation and any remarks they consider to be worthy of special mention.

328 RESERVED

329 GENERAL CONDITIONS FOR ALL MOTORCYCLES AND QUADS & ESSENTIAL EQUIPMENT

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

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

All Quads must:

- i) Be fitted with "nerf" bars, which are to extend to at least the centre line of the rear wheel and must be fitted with a means, which does not allow the rider's foot to touch the ground e.g. netting.
- ii) Be fitted with a 'Dead Man' kill switch, which must be attached to the rider at all times whilst

OFF ROAD MOTORCYCLE & QUAD

- operating the quad.
- iii) Be fitted with a visible rear facing permanent yellow light on the rear of the quad and be connected directly to the starter/battery with no auxiliary isolator switch and must be permanently wired in order that the yellow light be on. This light will only be checked for functionality at the start of the event. Quads in contravention of this ruling will not be permitted to start the event.
 - b) Competitors may display their own sponsor's decals and logos on their clothing and no organiser or event sponsor may insist on event sponsors clothing or any change in apparel being worn by the competitor either when racing or at any time thereafter.
 - c) **All Riders must carry, at all times whilst racing, a First Aid Kit as detailed below:**
 - 1 x Medical Board
 - 1 x Space Blanket
 - 1 x Triangular Bandage
 - 1 x 50mm x 70mm First Aid dressing pad
 - 1 x 50mm x 200mm x 2,5mm First Aid dressing pad
 - 1 x 8cm Stretch bandage
 - 4 x Band-Aid type strips
 - 4 x Neat seal type plasters (2 x large, 2 x small)
 - 1 x Piece cotton wool
 - 4 x Pain Killers
 - 1 x Tube of burn ointment
 - Surgical gloves
 - CPR device recommendedEach competitor will be issued with a helmet medical information sticker which must be completed and attached to the riders helmet
 - d) Each competitor will be issued with a route check control card or helmet sticker at documentation. This card will be marked at various stages of the event to confirm passage through various route check controls. Only officials have the right to mark this card in any way. Competitors must carry this card with them at all times when racing.
 - e) Every competitor must carry a minimum of one litre of drinking fluid per person.
 - f) All competitors are to carry a pencil or writing instrument and small piece of writing material in order that they may make notes at an accident scene, danger point or in any other circumstances.
 - g) All motorcycle/quad competitors must wear suitable protective clothing, with a minimum standard of gloves, upper body armour, motocross type pants and motocross type boots reaching above the calf. Competitors without suitable protective clothing may not be permitted to start an event. Only motocross full-face type helmets will be allowed and is compulsory to be worn at all races. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin-strap type retention system and be undamaged, and no alteration must have been made to the construction. Only helmets carrying ECE, JIS-T, SNELL or SABS approved helmets will be allowed.

330 NUMBERS & BACKING COLOURS

- a) All competitors must have a MSA issued number. To obtain an annual racing number the following information to be on hand when applying for your number; this is applicable to National, Regional, Club and Junior licence holders.
- b) Licence number and status; MSA receipt number; Category (Motorcycle or Quad); Class; Cell number; E-mail address; ID Number. Contact Cindy Correia at MSA Offices Tel No. (011) 466-2440 Fax No. 086-6134-323 or email on offroadbikes@motorsport.co.za. Competitors are specifically requested to have the above information to hand for prompt number issue.
- c) Competitor numbers are allocated at the beginning of every racing season/year and are issued on a "first come, first serve basis".
- d) All motorcycles and quads must bear MSA allocated competition numbers on the front (facing forward), left and right hand side of the motorcycle and on front and rear (facing backward) of quads. All national, regional and club license holders will be allocated a permanent number to be

OFF ROAD MOTORCYCLE & QUAD

used throughout the season. These numbers take preference over any other number which might be issued by an organiser and no organiser has the right to request that any such appropriately issued number be changed.

- e) National motorcycle and quad competitors will be allocated seeded numbers as follows for Off Road:
- i) In order of their National overall points scored from the 1st to 20th overall for motorcycles & quads. National and Regional competitors may pre-book a number from 21 upwards as from 01 December 2011 up to 15th December 2011 provided that payment for the 2012 licence is paid in full. Thereafter numbers will be allocated on a first come first served basis. Numbers will start at 21 up to 999 and no prefix will be required by National or Regional off road motorcycle competitors. Quads must use L prefix.
 - ii) Club licence-holders will be allocated numbers, whereby the following prefix will apply and will start at C1 up to C 999 and thereafter CC1 to CC99 etc. which will be applicable to motorcycle club licence holders. Club quad license holders to use CL.
 - iii) The size of the letter prefix for all club and quad numbers is to be the same size as the numbers and should be placed in line with the numbers and be of the same colour.
- f) Where a competitor competes in both Off Road and Enduros he may compete on an allocated Enduro number and may not be forced by a organiser to change this number, if he however competes at an Off Road event he must ensure that he carries the prefix "E" in front of his number which must be the same size as the numbers.
- g) Juniors aged 16/17 who participate at senior Regional and National Silver Challenge events can enter these events on their current junior race number, The prefix "J" in front of the number which must be the same size as the numbers. Should these competitors wish to have an additional senior race number these can be obtained from Cindy Correia at MSA.
- h) The following colour coded backgrounds and coloured numbers will be applicable for the relevant classes at all Off Road and Enduro events.

Motorcycle Class	Licence	Number Colour	Background Colour
OR4	Nat/Reg only	White	Navy/Royal Blue
OR3	Nat/Reg only	White	Green
OR2	Nat/Reg only	Black	White
OR1	Nat/Reg only	White	Black
Seniors	Nat/Reg only	Red	White
Masters	Nat/Reg only	White	Red
Club	Club only	Black	Yellow
Quad Class	Licence	Number Colour	Background Colour
Q2	Nat/Reg only	Black	White
Q1	Nat/Reg only	White	Navy Blue
Q3	Club	White	Green
Ladies	Nat/Reg only	Black	Pink
Seniors	Nat/Reg only	Red	White
Masters	Nat/Reg only	White	Red
Club	Club only	Black	Yellow

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

- i) **Number boards and size of numbers**
 The required minimum size of number boards are as follows:
 Quads: Front 180 x 180, Rear 200 x 200 mm
 Motorcycles: Front & Side 210 x150 mm (Width & Height).

Size of numbers must cover 80% of the board size. Competitors are reminded that it is in their own

OFF ROAD MOTORCYCLE & QUAD

interest to, where possible, make number boards bigger than the required minimum. Any competitor whose motorcycle/quad cannot comply with the above stated minimum sizes can apply to the Clerk of the Course who will make a decision entirely based on visibility and practicality

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

331 CLASSIFICATION AND SPECIFICATIONS FOR OFF ROAD MOTORCYCLES

- a) **OR4 Class:**
Open to riders under the age of 21 on the 1st January, and restricted to motorcycles with an engine capacity not exceeding 201cc two stroke or four stroke with an engine capacity not exceeding 251cc.
- b) **OR3 Class:**
Two stroke motorcycles with an engine capacity not exceeding 201cc and four stroke motorcycles with an engine capacity not exceeding 251cc.
- c) **OR2 Class:**
Two stroke motorcycles with an engine capacity greater than 201 cc but not exceeding 251cc and four stroke motorcycles with an engine capacity greater than 251 cc but not exceeding 401cc.
- d) **OR1 Class:**
Two stroke motorcycles with an engine capacity in excess of 251cc and four stroke motorcycles with an engine capacity in excess of 401cc.
- e) **Senior Class**
For competitors 38 years and over. Any capacity motorcycle may be used.
- f) **Master Class:**
For competitors 46 years and over. Any capacity motorcycle may be used.
- g) **Silver Class Challenge**
Any capacity motorcycle

332 CLASSIFICATION AND SPECIFICATION FOR OFF ROAD QUADS

- a) **Q1 Class**
For competitors 16 years and over. Any capacity quad may be used. Refer SSR 325 e) for competitors younger than 18 years old.
- b) **Q2 Class**
For competitors 28 years and over. Any capacity quad may be used
- c) **Q3 Challenge**
4x4 utility quads, no side by sides.
- d) **Senior Class**
For competitors 35 years and over. Any capacity quad may be used.
- e) **Master Class**
For competitors 46 years and over. Any capacity quad may be used.
- f) **Ladies (Non Championship)**
Any capacity quad.
- g) **Silver Class Challenge**
Any capacity quad.

333 RESERVED

334 PRE-RACE PRACTISING

Any competitor who has been found to have ridden or practised on the route at any time during the 28 days preceding the event, will be excluded. The foregoing, however, does not apply to

OFF ROAD MOTORCYCLE & QUAD

legitimate participation in an event, which may have crossed or used roads forming part of the event's course within the last 28 days. All decisions in this respect will be adjudicated by the Clerk of the Course.

335 RIDERS BRIEFING

Organisers have the option to hold a riders briefing at a convenient time and location or between 15 and 30 minutes before the start of the race and all riders are required to attend. Any verbal instructions given by the organisers at the briefing will be binding on all competitors. Organisers must supply a PA system for rider's briefing. Instructions given at Riders Briefing may not contradict GCR's or SSR's but may amend SR's (such amendments to be notified by official bulletin as well). A written briefing must be supplied to competitors.

336 TESTING AREA

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

- a) Open from the commencement of documentation to 18h00 with the proviso that a minimum of 5hours daylight testing will be allowed between documentation and the start of racing section 2.
- b) Be at least 500m 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, which is considered part of the route and any competitor found to be joy-riding, performing "wheelies" or not using the jetting strip specifically for testing purposes may be removed from the strip.
- 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 or event medics are not duty bound to attend to them.

337 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 at this time will start at the back of the field of their particular category in order of arrival at the Pre-Race Paddock gate.
- b) There may be a compulsory impound paddock after completion of the day's racing. Release from this paddock if used will be subject to the discretion of the Clerk of the Course.
- c) Impounds will be provided at the discretion of the Organisers and where circumstances require an impound, a closing and opening time will be published. While organisers must make every attempt to make the impound secure they cannot be held responsible for damage or loss.

338 ROUTE

- a) All National Championship events will comprise of:
Racing Section 1 (Time Trial) which will be a minimum of 40km and maximum of 60km Bikes and quads will be given a minimum of a 2 hour window each, to start racing section 1. The penalty for not starting racing section 1 will be 15 minutes over and above slowest time plus 15 minutes.
Racing Section 2 which will be approximately 350 kms. or 6 hours racing for the leading competitor,
Racing Section 3 (if a Marathon event) which will be approximately 350 kms or 6 hours racing for the leading competitor,
The route for the Senior Class will be approximately 75% of the event distance for motorcycles and quads.
The route for the Silver Challenge Class will be approximately 75% of the event distance for motorcycles and quads.
The route for the Master Class and Q3 challenge class will be approximately 50% of the event distance on the marathon events and approximately between 50% and 75% of the total route on

OFF ROAD MOTORCYCLE & QUAD

all other events.

The route for the Ladies Quad Challenge Class will be approximately 50% of the event distance.

Event organisers will have the option to allow (must be specified in the SR's) non-National classes to do Racing Section 1 (Time Trial), but it will have no effect on their starting positions. This must be done within the first hour and a half of the Time Trial time window.

Should organisers run a Novice Class, this should be a maximum of approximately 50% of the event distance.

Motorcycles and Quad refuel points will be a maximum of 60kms apart

- b) National championship events will be configured in a manner intended to keep motorcycles and quads apart. Organisers will with the issue of supplementary regulations for the events, advise competitors of the intended route layout and estimated average speed for the leaders. No motor vehicles will compete in the same race at events with quads and motorcycles unless completely separate and different routes with no common sections.
- c) All events must have a wide track available for at least the first 300 m to allow for abreast starting to allow for competitors achieving identical times on the time-trial or on day 1 of a Marathon event within the first 20 minutes of the fastest competitor.
- d) The route should be planned in such a way that the average speed of the leader will be suitable to the event and dependent on the terrain. This limitation is applicable to each Racing Section.

339 STARTING ORDER

- a) Racing Section 1 (Time Trial) is only compulsory for National Championship Classes.
- b) Classes will start Racing Section 2 in the following order :
 - National Championship Classes
 - Silver and Q3 Challenge Classes
 - Ladies Quad Challenge Class
 - Regional Championship Classes
 - Club or Novice ClassesClasses not competing in racing section one, will start in championship order.
- c) Racing Section 2: National Motorcycle and Quad competitors will be started separately and according to times attained in Racing Section 1. National competitors who have completed Racing Section 1 within 20 minutes of the leader will be started in the time elapsed behind the leader. Competitors achieving identical times will be started abreast at exactly the same time. Competitors finishing Racing Section 1 more than 20 minutes behind the leading category competitor must be started in the remaining finishing order with dust gaps.
- d) Racing Section 3: National Motorcycle and Quad competitors will be started separately and according to times accumulated in Racing Section 1 and 2. National competitors who have accumulated times within 20 minutes of the leader will be started in the time elapsed behind the leader. Competitors achieving identical times will be started abreast at exactly the same time. Competitors with accumulated times of more than 20 minutes behind the leading category competitor must be started in the remaining finishing order with dust gaps.

340 ROUTE MARKING

Route marking must adhere to the following minimum standards:

- a) All route marking must be done with red or orange "Day-Glo" markers or red spray painted arrows or non directional "Day-Glo" paint spots. One colour must be used for the entire event unless exceptional circumstances dictate otherwise.
- b) Each marker must present a "face" of at least 100mm x 100mm to competitors.
- c) Confirmation marking must only be placed on the left hand side of the track except where a turn is indicated where the following will apply:
- d) Track turning to the left: two markers one above one other, 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

OFF ROAD MOTORCYCLE & QUAD

- must be followed by a single confirmation marker on the left-hand side of the track within sight of the intersection.
- e) 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,
 - f) 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.
 - g) Single confirmation markers: These must be placed at regular intervals along the left-hand side of the route, at a maximum of 500m intervals. If the route is not obvious, confirmation markers must be placed within sight of one another. If routes run close together or in opposite directions, a marshal and/or bunting is required.
 - h) Danger boards should be used where an extreme change in terrain takes place.
 - i) A "Xmas Tree" made from barrier tape or Day-Glo stickers (in addition to the required "danger" board may be placed at the actual danger point.
 - j) Where the route comes to a T-Junction at which there is barbed wire or game fencing this fencing should be clearly marked with barrier tape, wrapped in an arrow shape, indicating the direction of the turn. On sections where there is any possibility that dust may obscure these markings, such T-junction must be treated as a danger section and marked with danger boards.
 - k) Where the obvious road is not a continuation of the route, green "no go" marking must be introduced. Green Day-Glo with a black cross or green cross if painted must be used in order to help competitors suffering from colour blindness.
 - l) When laying out the route the organisers 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. Marshals are to be present at the start/finish to ensure good crowd control.
 - n) 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.
 - o) Marshals may not be used to provide directions and all routes must have adequate signage for competitors. The onus rests with a competitor to locate the correct route through signage.

341 PUBLIC ROADS AND ROAD CROSSINGS

No racing on public roads is allowed at any event, irrespective of the event's status. Racing on public roads is illegal and any organiser that orchestrates an event that makes use of public roads without adherence to all the terms of this SSR will be subject to the severest sanction by MSA. The balance of this SSR will be rigidly enforced at all levels of racing. Where written permissions are requested they will in all respects comply with section 317 of the road traffic regulations which is 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;*
 - 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 organize or take part in any race or sport on a public road, unless the prior written consent of the MEC of the province concerned has been obtained or, where the race or sport will take place wholly within the area of jurisdiction of a local authority, the prior written consent of such local authority has been obtained.*
- (3) *In granting consent in terms of 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;*

OFF ROAD MOTORCYCLE & QUAD

- 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.*

WHERE THE ROUTE OF AN EVENT:

- a) **Runs along a Public Road;**
 - i) A written application for closure must be lodged with the relevant authorities. Such application to disclose the nature and extent of the closure; that unlicensed vehicles will traverse such roads and the times of the closures, APPLICATION MUST BE IN FULL COMPLIANCE OF THE ROAD TRAFFIC ACT AND REGULATIONS.
 - ii) That road must be closed with the appropriate written permission from the relevant authorities and manned by police officials and race marshals or as directed by the authority granting closure permission.
 - iii) Stop warning signs advising of the crossing must be posted 50 metres before the crossing and a Stop sign immediately before entering a public road and where there is a possibility of two-way traffic. 100m Stop warning board may be use where competitors are travelling at high speeds and/or adequate warning is necessary. (refer to stop reg)
 - iv) The Road must be decontrolled and competitors given time allowances that will allow them to complete the section comfortably whilst obeying all normal traffic rules.
 - v) Competitors must be stopped by race marshals at the beginning of the decontrol and advised verbally as well as by means of clearly visible signs that they are about to proceed on a public road. Decontrols will be run in accordance with SSR 343.
 - vi) Competitors must be stopped by race marshals at the end of the decontrol and advised verbally as well as by means of clearly visible signs that the decontrol has ended.
 - vii) Maps and written advice concerning the use of public roads must be posted at least on the official notice board at all times during the event and preferably in any programme or route map of the event.
 - viii) Riders must be fully briefed on the number, distance and frequency of decontrolled public road sections at rider's briefing.
 - ix) No organiser or any official may orchestrate events which traverse public roads without closure, permissions, decontrols, notices, briefings or marshals or compliance with granted permission from the authority.
 - x) Notwithstanding anything contained within any other regulation or rule, no racing on public roads is allowed or permitted irrespective of the status of the event. No organising club, promoter, official or competitor may orchestrate, organise or participate in any event where public roads will be travelled upon, traversed or crossed without having sought and obtained the appropriate written permissions as required in the Road Traffic Act 21/1977. Furthermore, if and when competition vehicles are required to travel on, traverse or cross any public road, such public road must be decontrolled and all the relevant provisions of the National Road Traffic Act must be fully complied with. Organisers and promoters must ensure that sufficient officials are in attendance to both monitor and control the conduct of competitors on public roads. The penalty applicable to any promoter, organiser, club or competitor who fails to comply with either the provisions of the Road Traffic Act insofar as the requisite permissions required are concerned or for a breach of the Road Traffic Act, will be the imposition of a fine in the amount of R10,000 and/or any other sanction deemed necessary by MSA.
- b) **Crosses but does not run along a Public Road**
 - i) Appropriate written permissions must be sought and obtained from the relevant authority and organisers must comply with the conditions of permissions granted.

OFF ROAD MOTORCYCLE & QUAD

- ii) Stop warning signs advising of the crossing must be posted 50 metres before the crossing and a Stop sign immediately before the crossing. 100m Stop warning board may be used where competitors are travelling at high speeds and/or adequate warning is necessary.
 - iii) Competent marshals must be posted at such road crossings and must be in possession of a writing pad, pen or pencil to record the race numbers of offenders.
 - iv) All competitors must come to a complete standstill at the sign, the definition being that even if the wheels are no longer turning but the motorcycle or quad is still sliding this will not constitute stopping.
 - v) Competitors must look both to the left and right and only once they are sure that there is no oncoming traffic, may proceed to cross the road.
 - vi) No organiser or any official may orchestrate events which cross public roads without such permissions or compliance with granted permission from the authority.
- c) **Any other Road or Railway Crossings**
All provisions of SSR 341 (b) with the exception of clauses (i) and (vi) will apply.
- d) Notwithstanding anything to the contrary and notwithstanding any other instruction it is compulsory for competitors to stop at all road crossings. The penalty will be exclusion for failure to comply. No reason for not stopping will be considered valid. The onus is on every competitor to ensure that he/she stops regardless of any instruction given by any traffic officer, marshal, official or spectator.

342 ROUTE DIRECTION & DEVIATION

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

343 ROUTE CONTROLS

- a) **Timing Controls**
These will be identified by Stop boards and competitors will be required to stop at them. Timing will be done with timing equipment and on official digital clocks, and the competitor's time of arrival will be recorded by the official on a sequence sheet. A definitive finish line must be indicated. Where there is an overhead banner or arch, it will be deemed to be directly under this. Refer also GCR 272 (v).
- b) **Route Check Controls**
There should be one route check control for every 60kms of route. The method of operation of these controls will be as follows: The same procedure as detailed in clause a) above will be followed, save for the electronic timing. The recording of time & sequence will only be used to determine whether the competitor has passed through the controls in the correct sequence. Competitors must obtain their proof of passage through this control from the relevant officials.
- c) **Marshal Points**
Competitors sequence will be recorded through these points, but route cards will not be marked. Accordingly competitors will not be required to stop at these points.
- d) **Passage through and procedure at Controls**
Competitors must approach and pass through all controls from and in the direction indicated by the route and route marking. The controlled area at all controls will be determined by single boards. The first board (M or 50m stop) will delimit the start of the control area. The second board will be a stop sign where the competitor will be required to stop and will delimit the end of the control area. No overtaking is permitted within the controlled area. When a competitor is stopped at a control official and another competitor approaches, the second competitor may not pull up alongside the stationary competitor, but should wait for the official to complete all formalities with the first competitor. No waiting time will be allowed.
- e) **Sequence through Controls**
Competitors are to note that their sequence and time through controls will be recorded by officials on sequence sheets. If the sequence sheets show that a competitor has passed through controls

OFF ROAD MOTORCYCLE & QUAD

in an unrealistic time, he will be deemed to have deviated from the route and will be excluded by the Clerk of the Course.

f) **Decontrols**

Decontrols are compulsory at National events and the following must be applied.

- i) A minimum of 10 minutes on Racing Section 2 (& 3 if applicable) at a DSP.
- ii) Decontrols outside pit and DSP areas will be for safety reasons only and time allowed must be calculated on the speed restriction of such road.
- iii) Organisers will maintain sequence & time sheets at the start and finish of the decontrol to confirm entry and exit order. Large display digital clocks are compulsory at the entry as well as the exit of decontrols.
- iv) Organisers will provide competitors with a sticker reflecting the exit time at these decontrol points. Retention of these stickers is the responsibility of the competitor and any competitor endeavouring to exit the decontrol without such sticker will have to return to the decontrol marshal to obtain a replacement sticker with the same original time on it. Any delay in obtaining this will be to the detriment of the competitor. A 30 minute penalty will be applied for a competitor leaving the decontrol early as well as the time that he gained by starting early.

344 **SERVICE CREWS/OUTSIDE ASSISTANCE**

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

345 **REFUEL**

- a) Competitors must switch off their motors and dismount whilst refuelling.
- b) No competitor or service crew member may smoke within 5m of a motorcycle/quad being refuelled.
- c) All Service Crews must carry a fire extinguisher suitable for liquid fuels per competitor or team to be serviced with a minimum capacity of 2,5kgs or equivalent fire stryker , to be located next to the vehicle being refuelled or next to the refuelling rig.
- d) The use of an environmental mat, which must be a minimum size of ½m X ½m which may not allow fuel to seep through, is mandatory, and the vehicle must be on the environmental mat when refuelling and servicing is effected and not next to it. At "non accessible" refuel points, the organisers are to supply adequate mats
- e) At refuel points, fuel cans must be set up in an orderly fashion. Refuel points need to be suitably

OFF ROAD MOTORCYCLE & QUAD

bunted off to ensure the safety of spectators and to control the flow of race traffic through the refuel point. The routing of the competitors must ensure that all competitors pass through the refuel point even if they do not take on fuel. There may be no alternative around a refuel point. Wherever possible refuel points should be DSP's. Adequate signage indicating the start and end of a DSP or pits and refuel point must be clearly marked and visible to competitors.

346 USE OF GPS DEVICES

- a) For safety reasons, competitors are encouraged to make use of GPS devices at events. GPS devices are not compulsory.
- b) In certain instances and because of the requirements of land owners, routes will not be uploaded. Where this occurs event organisers will explain such in the event SR's. At these events, competitors carrying GPS's will be required to declare this at documentation and must submit their GPS at the final control to have their track log deleted.

347 COMPETITOR CONDUCT

a) MEDICAL BOARDS

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

b) USE OF MEDICAL WARNING BOARD AND ACCIDENT SCENE PROCEDURE

- i) Should any competitor stop due to being involved in an accident whilst on the route being used for an event, the medical warning board must be displayed in such a manner that the Red Cross is clearly visible to oncoming competitors, preferably at eye level. Care must be taken to ensure that the correct side of the board is displayed to oncoming competitors. While the warning board is displayed in such a manner, the first competitor arriving on the scene of the accident must stop and render assistance.
- ii) Should a competitor arrive at the scene of an accident where no medical board is displayed, it must be assumed that the injuries are of such a nature that the competitor/s concerned are seriously injured or unable to display the medical warning board. Assistance must immediately be rendered. Should further assistance from other competitors be required, the competitors of the motorcycle/quad rendering the initial assistance must display their medical warning board with the Red Cross clearly visible to oncoming competitors. Should no further assistance be required, the green "OK" will be displayed. Following an accident where no injuries are involved and no assistance is required, the green "OK" must be clearly displayed to oncoming competitors.

iii) Penalties

Competitors who fail to stop on arriving at the scene of an accident where no medical warning board is displayed or where a cross is displayed, are guilty of contravening the regulations and may be excluded from the results and/or reported to the Stewards of the Meeting for further disciplinary action. Competitors who are not injured and who, following an accident fail to display the green "OK", will be subject to disciplinary action instituted by the Clerk of the Course through the Stewards of the Meeting, who in turn may recommend to MSA that further action be taken against the offenders. Misuse of the medical warning board will be treated as a serious offence and will be dealt with as such.

iv) COMPENSATION FOR COMPETITORS RENDERING MEDICAL ASSISTANCE

Competitors, who render "bona fide" assistance in complying with the foregoing instructions relating to the use of the medical warning board, will not suffer prejudice as a result of their actions. However the onus will be on the competitors concerned to prove that bona fide assistance was rendered. Substantiation in this regard would normally be required from the accident victims, fellow competitors and officials. Once proven, the Clerk of the Course will then review the competitor's performance before and after the accident and may allocate him a corrected time for that section, depending on the circumstances.

Compensation may only be afforded when rendering medical assistance. Competitors may

OFF ROAD MOTORCYCLE & QUAD

not claim compensation for rendering any other type of assistance. Compensation requests are to be made on the prescribed form within 30 minutes of the competitor finishing. Competitors are encouraged to make use of GPS's to record exact time and place of assistance recorded as well as to use paper and pencil carried to record signatures of other competitors stopping in compliance with these SSR's.

NOTE: Competitors failing to comply with the above procedure will not be afforded compensation. Similarly, multiple claims for attention to an accident victim that are obviously in excess of the attention required will similarly be disregarded.

c) **PROCEDURE**

- i) In the event that a competitor happens upon the scene of an accident first, he/she is compelled to stop and render assistance to any injured competitor.
- ii) Upon the arrival of a second competitor at an accident scene where injuries have been sustained, the second competitor must stop. The first competitor should then leave unless he opts to stay and allow the second competitor to continue. When the third competitor arrives he is obliged to stop and the first or second competitor may then leave unless they opt to stay and so the system will continue. Should the nature of the accident necessitate that more than one rider stop and stay at the scene, the medical evidence obtained from the medics must justify this. Each competitor arriving at an accident scene where serious injuries have been sustained, should make a note of his/her time of arrival, as should the departing competitor.
- iii) Make a note of the approximate time. GPS's may be used to record accurate times of arrival and departure once medical assistance arrives.
- iv) Where either competitor carries a GPS to establish the co-ordinates of the accident, write them down or mark a waypoint, alternatively to make notes of the approximate whereabouts of the accident.
- v) Proceed along the race route to the next marshal point and accurately report the information to that marshal.
- vi) At the time of reporting to the marshal any time taken which may need to be compensated, together with the names/race numbers of any other competitors and service crews rendering assistance and remaining with the injured competitor must be related to the marshal for verification purposes.

d) **ROUTE**

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

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

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

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

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

e) **PITS/DESIGNATED SERVICE POINTS ("DSP's") AND REFUELS**

- i) Competitors are allowed to proceed at walking pace only, maximum 20 km/hour and without recklessness through any pit or DSP.
- ii) Competitors will be compelled to stop for servicing at a DSP on the extreme side of the pit lane. Competitors not adhering to this ruling will be penalised accordingly.

OFF ROAD MOTORCYCLE & QUAD

- f) **RESPONSIBILITIES OF COMPETITORS.** Refer GCR 172
- i) Each competitor is responsible for the behaviour and conduct of every person associated with him/her at a race. This covers the pit and surrounding area, spectator points and prize-giving venue. In particular, anyone other than an entered and licensed competitor, but including service crews, children, friends, etc. associated with a competitor found riding a quad, motorcycle, scooter or pit bike in or near any of these areas will cause that competitor to be excluded. Consumption of alcohol by anybody is PROHIBITED in DSP areas except at designated "bar" areas.
 - ii) This provision applies to unchecked children and/or pets who could be the cause of any incident which may put a competitor, official or spectator in any sort of danger during the running of the event.
 - iii) For the entire duration of an event no competitor or his service crew, family or friends may drive or ride an unlicensed competition vehicle on any public road or in any way that endangers themselves or any member of the public or in any way transgresses any law applicable.

348 RESERVED

349 TIMEKEEPING AND RESULTS

- a) Any Timing system maybe used, provided a separate concurrently running back up system is in place to provide timeous results should the main system fail. Organisers must provide a suitable area for time keepers which will be a restricted area and must provide adequate protection from inclement weather conditions.
- b) On events of more than one day's duration, each day's results will become final after posting and the appropriate protest time has elapsed and will not be subject to protest on subsequent days, unless it is an obvious mistake.
- c) Provisional final results must be posted within 2 hours of time bar or by 19h00. Timekeepers will be fined R2, 500.00 per hour for results that are late (maximum fine limit is R7, 500.00). Provisional results will only become final once they have been signed off by the COC in accordance with the stipulated time as published in the supplementary regulations.
- d) The COC and/or Jury may have the right to remove any proven DNF's, who have been included in the results, up to 72 hours after the event.

350 TRANSPARENCY

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

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

- a)
 - i) FULL COMPLIANCE WITH ALL SSR'S AND GCR'S INSOFAR AS ORGANISATION AND RUNNING OF THE RACE.
 - ii) R15 000 FINE TO ANY CLUB WHO IS ALLOCATED A NATIONAL EVENT BUT DO NOT STAGE, SAVE ONLY DUE TO FORCE MAJEURE.
THIS FINE WILL BE FORWARDED TO THE ORGANISERS OF THE REPLACEMENT EVENT OR USED AT THE COMMISSIONS DISCRETION SHOULD A REPLACEMENT EVENT NOT BE FOUND.
 - iii) DRAFT REGS TO BE RECEIVED BY COMMISSION AT LEAST 8 WEEKS PRIOR TO THE

OFF ROAD MOTORCYCLE & QUAD

EVENT AND HAVING BEEN APPROVED MUST GO OUT AT LEAST 6 WEEKS PRIOR TO THE EVENT. ONLINE ENTRY OPTION.

- iv) EVENT NAMING RIGHTS TO BE PURCHASED FOR EACH EVENT AT LEAST 90 DAYS BEFORE THE EVENT OR ORGANISING CLUB TO ACCEPT THAT THE COMMISSION HAS THE RIGHT TO SELL THIS.
- v) CLUBS TO USE PRESCRIBED STANDARDISED REGS FORMAT ENTRY, SELF SCRUTINEERING, MEDICAL, INCIDENT REPORT AND OTHER FORMS.
- vi) TELEVISION COVERAGE COMPULSORY: ± R12 500 CONTRIBUTION BY CLUBS AND SAME AMOUNT BY COMMISSION. AS WE HAVE OBTAINED A SERIES SPONSOR FOR ENDURO, THIS IS NOT APPLICABLE TO ENDURO EVENTS.
- vii) COMMISSION WILL ARRANGE AND PAY FOR 1 X PRE-EVENT AND 1 X POST EVENT PRESS RELEASE BASED ON CHAMPIONSHIP STANDINGS
- viii) COMPETENT TRAINED MARSHALS AND OFFICIALS, ONLY APPROVED COMMISSION TIMEKEEPER/S ETC. A-GRADE COC AND COMMISSION APPOINTED JURY.
- ix) 2 PERSONS AND VEHICLES TO BE PROVIDED TO TAKE TV CREW TO FILMING POINTS DURING THE RACE.
- x) ADEQUATE AND CLEAN TOILETS TO BE AVAILABLE AT DOCUMENTATION, START / FINISH, DSP'S AND PRIZE GIVING VENUE.
- xi) COMPLETED INCIDENT REPORT FORMS TO BE DELIVERED TO COMMISSION WITHIN 14 DAYS AFTER THE EVENT, FAILING WHICH R8000 PENALTY WILL BE LEVIED AGAINST THE ORGANISING CLUB.
- xii) CLUBS TO PROVIDE ACCOMMODATION AND FOOD AND PAY PRESCRIBED FEE TO JURY PRESIDENT, SECOND MEMBER AND THIRD MEMBER.
- xiii) PROPER PITS AND DSP LAYOUTS WITH FULL PRE-BOOKING FACILITY. TEAMS AND SPONSORS FACILITY IF REQUIRED.
- xiv) STANDBY GENERATORS FOR TIMERS AND PRIZE GIVING FUNCTIONS IN CASE OF BLACKOUT.
- xv) TRAVELLING AND ACCOMMODATION COSTS I.R.O COMMISSION PRE-RACE INSPECTION TEAM, IF DEEMED NECESSARY BY COMMISSION.
The following must be complied with or services/facilities to be provided by organisers:
 - b) If a lap or loop on any event is to be traversed more than twice by both motorcycles and quads, prior permission must be obtained, in writing, from the Commission.
 - c) Each national event will be pre-run by a suitable person with racing experience. This pre-run must be done latest on the day prior to the time-trial, after all route marking has been done.
 - d) In an event where there is more than one loop and these loops are to be run in a sequence, organisers are required to have stickers made for competitors, showing the correct sequence of loops and to indicate this at the riders briefing. The onus is however entirely on the competitor to follow the correct sequence and to get clarity in their minds beforehand.
 - e) A Programme for the event must be produced and one copy issued free to all competitors. It must

OFF ROAD MOTORCYCLE & QUAD

contain all the requirements in terms of GCR 90 as well as Service and Spectator guide maps showing distances, estimated driving times, exact distances and clear instructions in words and on a suitable map and estimated times of arrival of the fastest competitor at the various points and DSP's. GPS co-ordinates must be supplied for these points. The programme must also contain an environmental message and display the MSA environmental logo.

- f) A website which must give the following information
 - Supplementary Regulations
 - Official Bulletins
 - Entry list (regularly updated)
 - Self Scrutineering Form
 - On-line Entry Page (recommended)
 - Accommodation Details
 - Results (latest Monday after the event, but preferably on a daily basis)
- g) Main start/finish DSP areas at National events must have catering facilities;
- h) Timekeepers will produce at least 6 copies of provisional results and organisers are to post multiple copies in a well lit area in order to avoid congestion as they are posted. It is a requirement for all relevant officials to be visibly present (clearly identified with signage) at the time of provisional and final result posting to ensure that any queries can speedily and efficiently resolve.
A suitable private venue needs to be set aside for the hearing of protests, with secretarial services such as computers, printers and copiers to be provided at this venue.
- i) 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.
- j) A suitable P.A. system must be supplied both for briefings and prize giving. The MC who will be co-ordinating the prize giving must be instructed to mention all award winners, sponsors and make of motorcycle.
- k) A podium must be erected adjacent to the finish line, where the first three category winners (quads and motorcycles) must proceed to as they complete the event where they will receive their laurel wreaths and champagne as with all motorsport tradition.
- l) It is a condition of issue of organising permit that National Championship events will be televised and organisers will be required to pay the Commission negotiated fees to the appointed production company a minimum of 7 days before the event.
- m) Competitors are to be provided with suitable reserved pit areas provided they have made arrangements with the organisers at least 1 week prior to the event taking place.

352 PENALTIES

The following penalties will be applied by the Clerk of the Course, and where such penalties are applied it will not be necessary to hold a hearing with competitors in terms of GCR 175. Penalties incurred will be added at the end of that day's racing results. i.e. penalties incurred in Racing Section 1 will be applied to the results of Racing Section 1 and so forth for each Racing Section unless they only become apparent at a later stage.

a) TIME

- i) Should a competitor arrive at the start or re-start of any Racing Section after his due start time he will be started at a time determined by the start official so as not to disadvantage any other competitor. He will not receive any time allowance for the time that he is late for his start or the time that he is kept waiting by the start official.
- ii) To be deemed to have finished Racing Section 1, competitors must complete this section within the prescribed time of twice that of the fastest overall category competitor. Any competitor who does not complete Racing Section 1 (Time Trial) within the prescribed time will be allocated a time of the last slowest finisher plus 15 minutes. See SSR 323

OFF ROAD MOTORCYCLE & QUAD

- b) **FIVE MINUTES**
 - i) For jumping the start. (in addition to his actual start time Refer to GCR 261).
 - ii) For excessive speed, reckless or dangerous riding in a pit or refuel area. Organisers will post a minimum of one pit marshal at each DSP/refuel, such marshal to be a judge of fact.
- c) **FIVE MINUTES – FOR EACH OFFENCE (Quads)**
 - i) For not having a dead man kill switch attached to the rider at all times whilst operating the quad.
- d) **FIFTEEN MINUTES**
 - i) For failing to refuel on an environmental mat. Refer SSR 345 per offence.
- e) **THIRTY MINUTES**
 - i) For not first ensuring that it was safe to cross a road crossing before pulling off from a stop control. Refer SSR 341
 - ii) For leaving a decontrol ahead of time. Refer SSR 343.
 - iii) For failure to produce a medical kit when requested. Refer 329
- f) **SIXTY MINUTES**
 - i) For missing a marshal point or route control.
 - ii) For failure to have a suitable fire extinguisher in pits or an extinguisher over due date for service/refill.
- g) **EXCLUSION**
 - i) For failing to stop at any road or railway crossing
 - ii) For missing more than one marshal point or route control point.
 - iii) For being found to have practised on the route within 28 days prior to the event. Refer to SSR 334.
 - iv) For contravening the Service Crew/Outside Assistance rule. Refer to SSR 344.
 - v) Failure to wear a helmet or protective clothing as outlined in SSR 329 whilst racing.
 - vi) For opposing the flow of traffic or failing to rejoin the route at the point of leaving. Refer to SSR 342
 - vii) For finishing the event with a different frame or engine number to that fitted to the motorcycle/quad as started with and as stated on the self scrutineering form
 - viii) Failing to switch off the motor whilst refuelling, or any motorcycle/quad competitors who fail to dismount from their motorcycle/quad whilst refuelling. Any competitor or his service crew found smoking within 5m of any vehicle being refuelled. Refer to SSR 345.
 - ix) For contravening SSR 353 b), c) and e.
 - x) Riders who are excluded in racing section 1 will be classed as non starters for racing section 1 and may compete in racing section 2.
 - xi) For failing to carry out a legitimate instruction from an official.
 - xii) For carrying fuel, other than in the tank or container permanently attached to machine.
 - xiii) For failing to hand in a GPS for route deletion when so requested.
 - xiv) Unrealistic race times.
 - xv) For racing on a motorcycle/quad that exceeds or is less than the cubic capacity of the class. (refer GCR176). Suspension can also be applied for this offence.
 - xvi) Failure to follow the correct sequence in an event where there is more than one loop and these loops are to be run in a sequence.
 - xvii) For any false declaration on the self scrutineering form.
 - xviii) Overtaking within a demarcated area, unless a competitor is experiencing obvious technical problems, or pulling up alongside a stationary competitor at a control unless instructed to do so by the control official.
 - xix) Smoking whilst racing.
 - xx) Riding, or allowing any other person to ride a competitors motorcycle/quad, dangerously or without due consideration for others at the venue.
 - xxi) Failure to afford the opportunity to pass or deliberately preventing passing.
 - xxii) Contravening any traffic rules or regulations.
 - xxiii) Failure to declare to the organisers any incidents during an event involving any person or

OFF ROAD MOTORCYCLE & QUAD

- property.
- xxiv) Failure to place a motorcycle/quad in the Post-Race Impound Paddock on completion of an event.
 - xxv) Competitor and/or crews entering a Holding Area (e.g. Impound Paddock) without the Clerk of Course's permission except when placing a motorcycle/quad in, or removing a motorcycle/quad from, such a facility.
 - xxvi) Behaving in a manner prejudicial to motorsport, bearing in mind that competitors are responsible for the actions of their service crew/s.
 - xxvii) Deviating from the route by more than twenty metres for any period unless allowed to do so in compliance with SSR 342
 - xxviii) Committing any breach of the General Competition Rules, these Standing Supplementary Regulations, Supplementary Regulations, Official Bulletins or Final Instructions for which no specific penalties have been laid down.
 - xxix) Rider replenishment is forbidden within 5 meters of any control point.
 - xxx) Any parent not acting in the best interest of their child racing at any event, will have their child excluded from the results and/or refused to continue with the race after such incident and may be banned from competing in future events.
 - xxxi) For consumption of alcohol in non designated "bar" areas by a competitors Service Crew
 - xxxii) For failing to display a medical board or failure to stop when a medical board is displayed. Refer SSR 347
 - xxxiii) Exclusion can only be implemented at the end of the rider's event. Riders may not be stopped whilst racing.
- h) **FINES**
R1000.00 - Failure to hand in an incident report form as soon as finishing the race, but latest within 1 hour of respective time bars or as soon as arriving back at racing control. if unable to do so, due to being stuck/injured on the route, competitors should phone the COC in the interim.

353 ENVIRONMENTAL

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

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

JUNIOR MOTORCYCLE AND QUAD OFF ROAD RACING REGULATIONS

Note These regulations are to be read in conjunction with the SSR's applicable to Off-Road Motorcycle and Quad Racing and are written only to the extent that they vary from those SSR's

SSR

354 AIM OF THE SOUTH AFRICAN OFF ROAD MOTORCYCLE AND QUAD JUNIOR CHAMPIONSHIPS

a) **To declare the following champions:**

Where there are overall championships, the winners will be the riders who accumulate the greatest number of overall points in each combined class during the season. Number of starters will be determined by all starters in the overall championship, where applicable.

2012 South African Junior National Open Motorcycle champion

2012 South African Junior National 125cc Motorcycle champion

2012 South African Junior National 85cc Junior **overall Motorcycle** champion
(comprising of the 65cc class and 85cc junior class).

2012 South African Junior National 85cc Senior Motorcycle champion.

2012 South African Junior National Junior **Quad overall** champion
(comprising of the junior open class and the junior modified class).

2012 South African Junior National Senior Quad champion

b) **To declare the following class awards:**

In junior national 85cc junior overall motorcycles: 85cc 2-stroke class and 65cc 2-stroke class.

In junior quad overall: junior open quad class and junior modified quad class.

c) **Points Scoring**

Points Allocation – All Events

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

In addition each rider will receive 5 points for starting and 5 points for finishing the race

The Championship will consist of 7 events and the 6 best events to count towards the championship.

Should both the 65cc and the Junior 85cc classes achieve the minimum requirement of 10 entries per class during 2012, both classes will qualify for separate championship status in 2013.

Should both the Junior open and the Junior Modified Quad classes achieve the minimum requirement of 10 entries per class during 2012, both classes will qualify for separate championship status in 2013.

355 CLASSIFICATION & TIME BAR

A time bar of 45 minutes after the winner has finished, will be imposed for all riders still on the track, which may be extended at the discretion of the Clerk of the Course in exceptional circumstances.

JUNIOR OFF ROAD MOTORCYCLE & QUAD

Once the first rider in the Bike or Quad category completes the required 2 hour junior race and 3 hour senior race period he will receive the chequered flag and all other competitors will be flagged off, per race

The object is to complete the most number of laps within the designated race time without incurring penalties on the same motorcycle or quad.

To qualify as a finisher all of the following conditions must have been met:

- a) Must compete for the full period of the race and complete at least 50% (rounded down) of the leaders laps.
- b) Must be mobile with his motorcycle or quad and cross the finish line.
- c) Hand in his route sticker within 45 minutes after the race to the organisers at the designated area. In the case were a rider has broken down on the track, competitors teams, parent should advise race control as soon as they are aware of these riders situation to facilitate the start/ delay of the next event.
- d) Lapped competitors must be classified behind all competitors completing the same number of laps as the leader.

356 AWARDS

Trophies will be awarded to competitors placing from 1st to 5th in each class, on a pro rata basis – 10 riders, 5 trophies; less than 10 riders, 3 trophies; less than 5 riders, 2 trophies; less than 3 riders 1 trophy.

65cc junior motorcycle class ,85cc junior motorcycle class ,85cc senior motorcycle class
125cc two stroke motorcycle class , Open motorcycle class.

Junior modified quads class ,Junior open quads class ,Quad Ladies , Senior quads class.

In addition, trophies will be presented to

Last Finisher

First Club member of the Organising Club

Manufacturers award

Manufactures award to be calculated on senior motorcycle and quad races, as per SSR 324.

357 ELIGIBILITY OF COMPETITORS

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

All Entrants and Riders must hold a current junior national competition licence valid for the event. All national Junior off road competitors must be at least 7 years of age, and be no older than 17 years of age as at 01 January 2012 Also refer to SSR 325 (e).

Balance of SSR – refer SSR325.

Competitors may not compete in more than one Junior Championship class.

No competitor may compete in both senior and junior off road championship events. No cross riding is permitted at any level. A junior competitor may only compete in junior events and a senior competitor in senior events. Competitors aged 16/17 as at 01 January 2012 and who will be competing in the National Junior Off Road Championships may, at Regionals & Silver Class in senior events participate with their Junior national license.

JUNIOR OFF ROAD MOTORCYCLE & QUAD

The following age limits at 1st January, 2012 will apply to the various classes:

Class	Maximum	Minimum
Open motorcycles		
125cc	17	13
250cc	17	15
Senior motorcycles	15	13
Junior motorcycles		
65cc	11	7
85cc	12	8
Junior Quads		
Modified quads	15	12
Open quads	15	10
Senior quads	17	14
Senior Ladies quads	17	14
Junior Ladies quads	15	10

358 NUMBERS & BACKING COLOURS

Numbers will be allocated as follows:

		Number	Background
Open motorcycles			
250cc	J1 to J100	White	Red
125cc	J101 to J200	White	Dark Green
Senior motorcycles	J201 to J300	White	Navy Blue
Junior motorcycles			
85cc	J301 To J400	White	Orange
65cc	J301 To J400	White	Black
Senior Quads			
Senior Quad	J401 to J500	White	Red
Junior Quads			
Modified quads	J501 to J600	White	Dark Green
Open quads	J601 to J700	White	Black
Ladies number in classes		Black	Pink

Please note that the prefix "J" must be the same size as the numerical number and in one line.

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

359 CLASSES AND SPECIFICATIONS FOR OFF ROAD MOTORCYCLES & QUADS

- a. Open Motorcycle Championship - The maximum permissible capacity is 200cc 2 stroke / 250cc 4-stroke (minimum wheel size 18" rear 21" front). Chassis, suspension and engine modifications unrestricted
- b. 125cc two stroke Motorcycle Championship - The maximum permissible capacity is 125cc 2-stroke (minimum wheel size 18" rear 21" front). Chassis, suspension and engine modifications unrestricted
- c. Senior Motorcycle Championship - The maximum permissible capacity is 105cc 2-stroke or 150cc 4-stroke. Chassis suspension and engine modifications unrestricted. (Minimum wheel size 14" rear 17" front, Maximum 16" rear and 19" front).
- d. Junior Motorcycle Championship -Chassis, suspension and engine modifications unrestricted.
 - i. Junior Motorcycle 85cc class - The maximum permissible capacity is 86cc 2-stroke or 125cc 4-stroke air cooled. (Minimum wheel size 14" rear 17" front, Maximum 16" rear and 19" front).
 - ii. Junior Motorcycle 65cc class -The maximum permissible capacity is 66cc 2-stroke or 81cc 4-stroke. (Minimum and maximum wheel size 12" rear 14" front).

JUNIOR OFF ROAD MOTORCYCLE & QUAD

- e) Senior Quad Championship - The maximum permissible capacity is 250cc 2 stroke or 450cc 4 stroke.
- f) Junior Quad Championship:
 - i. Junior modified Quad Class - 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 down-graded to 400cc may be used.
 - ii. Junior Open Quad Class - 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.
- g) All ladies to enter ladies class (non-championship) and championship class as per their age and restricted to the capacity limits
- h) All non-manufacturer built hybrids (engine and frame not as per manufacturer configuration) may only enter the Junior modified Quad class or Senior open Class , provided they meet the age criteria in SSR 357.
- i) Read in conjunction with SSR329
A self scrutineering form will be issued to each rider at documentation. This form must be completed, signed and returned to the Officials prior to the start of the event. Random scrutineering will be conducted before, during or after the event to test the accuracy of the information on the scrutineering form.

360 ROUTE

There must be separate routes for quads and motorcycles. Common section of loops at the Start/Finish may not exceed a total 6km

The route may be covered more than three times.

The course should be between 20 and 35 km long, the ideal being with juniors on a 20-25 km route and the seniors on a 25-35km route. The route should be in a closed environment, on farmlands, utilising breaks, little used farm roads, contour roads and tracks.

With reference to SSR338 the route should be planned in such a way that the average speed, under ideal conditions is suitable for the terrain.

Route markers must be a maximum distance of 250 metres apart.

There should be a minimum of two (2) route check controls per loop excluding the stop/start point.

During the senior race, the organizers if they so decide, may introduce a de control of up to 15 minutes and swap loops after the decontrol with the intend to keep Motorcycles and quads apart.

This should be in the event SR and riders affected should be made aware of this during documentation. Organizers will give a fixed time for "travelling through the pits based on the speed of a riding that would be idling threw the pits. The time through the pits is calculated by measuring the pit length and calculating the time required to travel through the pits at a speed of 20km/h less time spent in the pits will be added to his/her race time. The passing through time will be monitored by the time keepers The onus rest solely on the competitor to ensure that he does not spend less time in the pits. There will be an automatic 1 minute penalty, per infringement, for riders that leave the pit early, as well as the difference in their time added onto the total race time. This will not include any penalties imposed by the pit marshal.

Pit time will be communicated to all riders at riders briefing and be posted on the notice board.

361 START

- a) No mass start is to be used. The start must be a maximum 2 per row for motorcycles and quads will start one at time. Dust gaps of minimum 15 seconds per row will be applied. In the event of severe dust, the Clerk of the Course may, at his/her discretion set off competitors singly or in pairs with appropriate dust gaps. Competitors will be afforded time compensation for the time started

JUNIOR OFF ROAD MOTORCYCLE & QUAD

- behind the leader.
- b) Junior race will be junior motorcycles and junior open, junior modified quads and junior ladies. Senior race will be (Senior, 125ccc two stroke, Open motorcycles and Open quads and senior ladies. All starts will be with engines running.
 - c) Start of race will be done with red/green light system.
 - d) Starting positions for the first race will be based "upon the overall results of a time trial that will be run on the "Friday afternoon before the first Junior National Race. DNF riders will follow in number order and then riders that did not start the time trail. Regional and club riders will follow there after
 - e) From the second race onwards your starting position will be based on your overall position attained in the previous Junior National race, followed by riders that DNF or did not race the previous race on their MSA championship points. Newcomers will start at the back in number order. Then Regional and Club riders
 - f) Organizers have to ensure that they are issued with the overall results from the previous race by the time keepers.

362 COMPENSATION FOR MEDICAL ASSISTANCE

Any competitor who renders assistance to an injured rider will be awarded, as compensation, his fastest lap time for the lap in which he/she rendered such assistance.

363 ENTRY FEES

The Commission prescribes only the maximum entry fees permissible at any event. Organisers are encouraged to offer reduced entry fees at any event and at any time. Entry fees are to include all mandatory costs to competitors, levies, prize-giving attendance etc.

National Championship Classes: Maximum R800-00 including commission levies and time keeping fees. Should there be a second rider (brother/sister) in a family he/she will only pay R600-00 including commission levies and time keeping fees

If a regional event is co-hosted with a national event a rider entering both National and Regional the Max Entry Fee will not be more than R1000.00 (R800.00second rider)

364 PENALTIES

Any parent not acting in the best interest of their child racing at any event, will cause their child to be excluded from the results and/or refused to continue with the race after such incident and may be banned from competing in future events.

If any penalties or exclusions are applied, all possible steps must be taken to inform the competitor(s), prior to the posting of provisional results.

The COC/CMO will have the right to stop a competitor from further competing at any event for safety or medical reasons. Time compensation, if held up unnecessarily, will be afforded to the effected rider by the COC, at his discretion.

The penalty for speeding in the pit lane (exceeding walking pace) is one minute.

REFER SSR 353 FOR ENVIRONMENTAL PENALTIES TO BE APPLIED.

REGULATIONS AND SPECIFICATIONS FOR THE 2012 SOUTH AFRICAN ENDURO NATIONAL CHAMPIONSHIP FOR MOTORCYCLES

ART.	1	GENERAL
	2.	COURSE
	3.	PUBLICATION OF SUPPLEMENTARY REGULATION (SR'S)
	4.	ENTRY FORM
	5.	JURISDICTION
	6.	AWARDS
	7.	CALCULATION OF THE RESULTS FOR THE CHAMPIONSHIPS
	8.	PLACINGS AND RESULTS (PREMATURE STOPPAGE)
	9.	ENTRIES
	10.	NUMBER OF ENTRIES
	11.	CLOSING DATE AND REFUSAL OF ENTRIES
	12.	CLASSES
	13.	AIM OF THE CHAMPIONSHIP
	14.	RIDERS NUMBERS
	15.	EXAMINATION OF MOTORCYCLES
	16.	CHANGE OF MOTORCYCLE
	17.	ENVIRONMENTAL
	18.	COMPETITORS' ENCLOSURE
	19.	ORDER OF STARTING
	20.	PUBLIC ROADS AND ROAD CROSSINGS
	21.	START
	22.	REPLENISHMENTS
	23.	OUTSIDE POWER
	24.	OUTSIDE ASSISTANCE
	25.	ASSISTANCE RENDERED AT THE SCENE OF AN ACCIDENT
	26.	RIDERS BRIEFING
	27.	RETIREMENTS
	28.	ROUTE MARKING
	29.	LOCAL TRAFFIC REGULATIONS
	30.	IMPASSABLE SECTIONS
	31.	TIME CHECKS
	32.	TIMEKEEPING
	33.	TIME CARDS AND ROUTE CARDS
	34.	INDICATION OF TIME CHECKS
	35.	ARRIVAL ALLOWANCE
	36.	CALCULATION OF TIME CHECK PENALTIES
	37.	TIME LIMIT
	38.	CLAIMS TO SPECIAL TIME ALLOWANCE
	39.	ROUTE CHECKS
	40.	SPECIAL TESTS
	41.	TIME CHECKS FOR SPECIAL TESTS
	42.	FINAL IMPOUND
	43.	LIST OF PENALTIES
	44.	ACCEPTANCE OF OFFICIALS DECISIONS
	45.	REQUESTS FOR EXPLANATION
	46.	PUBLICATION OF RESULTS
	47.	PRE-RACE PRACTISING
	48.	PRIZEGIVING
	49.	ORGANISATIONAL REQUIREMENTS FOR NATIONAL CHAMPIONSHIP EVENTS

Where Enduro regulations are silent on an issue, the regulation on that issue that is contained within the off-road regulations shall apply.

ENDURO

ART.

1. GENERAL

Every competition will be run over one day. Documentation will be carried out the previous day. The purpose of these competitions is to test the reliability of the motorcycles and the skill of the participating riders who must cover the entire distance under the prescribed conditions. All events, as specified in the 2012 MSA calendar, to count

2. COURSE

The course must be practicable in all kinds of weather conditions. The total distance to be covered must not be less than 160 km or less than **6 hours of riding time**. Average speed set on any regularity to not exceed 65 kph. **Organisers are to aim for a minimum of 65% finish rate in the national championship classes.**

The use of GPS is permitted. Any manufacture of GPS will be allowed at any Enduro event however it will only be possible to upload tracks to Garmin units.

Organisers must, set reasonably achievable regularity times for the top riders, this includes the last lap. The first regularity of the day may not be tight.

All events will be run on real time.

The principal of utilizing natural terrain must take precedence over constructed obstacles. A course will not be approved if, in the opinion of MSA and/or the Commission, it includes man-made obstacles not in character with the general principals of enduro. The COC and/or Stewards may instruct that an obstacle not complying in their opinion alone with the general principles, may be removed from the course and to instruct that the course be re-routed around such obstacle.

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

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

Competitors to be overtaken must move over to allow other competitors to overtake safely. Competitors failing to adhere to the above may be reported to the Clerk of the Course who will take the necessary action.

Competitors and crews are to be considerate to the landowners when retrieving stranded racing motorcycles 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.

3. PUBLICATION OF SUPPLEMENTARY REGULATION (SR'S)

The Supplementary Regulations (SRs) shall contain important local details on such matters as the course, average speeds, safety conditions, what is available at the DSPs, entry fee, etc.

4. ENTRY FORM

The entry form shall have provision to clearly identify to which class or classes the entry relates.

5. JURISDICTION

The events will be controlled by MSA as set out in the event SR's. Stewards will be used.

6. AWARDS

i. Trophies must be of a high standard - for example silverware, glassware or laser engraved hard wood or Perspex (no plastic).

Minimum Requirement for trophies is 1st Overall and in a National Class or National Challenge Class trophies will be awarded to competitors placing from 1st to 5th in each class, on a pro rata basis – 10 riders, 5 trophies; less than 10 riders, 3 trophies; less than 5 riders, 2 trophies; less than 3 riders 1 trophy.

ii. The number of regional, club or novice trophies at a national event may not exceed the number of National Class or National Challenge trophies.

iii. Special Awards should include:

i. Fastest Special Stage

ii. Last Finisher

iii. First Female Competitor

iv. First Club member of the organising Club

v. Manufacturers Trophy (One only awarded to the Team Manager)

- iv. Finishers Badges should be metal or glass of high quality and should state the name of the event and the month and the year.

7. CALCULATION OF THE RESULTS FOR THE CHAMPIONSHIPS

- a) The riders in each class will be awarded with points according to the following scale.

- 1st - 25 points
- 2nd - 22 points
- 3rd - 20 points
- 4th - 18 points
- 5th - 16 points
- 6th - 15 points thereafter decreasing with one point each position to 20th position.

A rider who obtained points in a previous event in the championship series will not be allowed to move to another class and carry his class points over to the new class.

The rider who has scored the highest total number of class points in the competitions counting for the Championship will be the winner of his class.

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 position.

- b) Separation of ties

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

8. PLACINGS AND RESULTS (PREMATURE STOPPAGE)

- a) If any event is stopped before half the national riders have completed at least half the total distance, the event will be deemed null and void.
- b) If any event is stopped at a later stage the Clerk of the Course in conjunction with the Stewards of the Meeting shall decide whether the event is null and void or declare such result and awards as they consider justified according to the circumstances. The Clerk of the Course has the right not to score any section of the event, as he deems fit.
- c) To be classified as a finisher of an event a competitor must complete the full distance as specified for his class.

9. ENTRIES

Maximum permitted entry fee of R900.00 for full national classes.

Maximum permitted entry fee of R700.00 for challenge classes.

Commission levies as stipulated below are payable as follows per event

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

The above levies are over and above the MSA levies and are to be included in the entry fee payable for all events.

- a) **ELIGIBILITY OF RIDERS**

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

- i) All riders must hold a current competition license for ,enduro, junior or off-road. This license must be presented at documentation. Entrants must be licensed.
- ii) All competitors must have completed properly submitted entry forms. NOTE: For National Championship or National non-Championship events a late entry fee of R200 will be charged. Late entries must be posted on the official notice board.
- iii) All competitors must wear motocross full face type crash helmets while racing refer GCR239 for approved helmet types. These must be in good condition. Helmets may be removed whilst the motorcycle is stationery and switched off.

ENDURO

- iv) All competitors to start the event carrying a minimum of one liter of drinking fluid.
- v) All competitors must wear suitable protective clothing with a minimum standard of gloves, long sleeved jersey of adequate strength, motocross type pants and motocross type boots.
- vi) All competitors must have a fold-up MSA Medical Board.
- vii) All competitors are to carry a pencil (not pen) and some paper on which to write. The purpose of this is to be able to write information concerning stuck competitors and to be able to have it passed to officials.
- viii) All riders are to carry a first aid kit comprising;
 - 1 x Medical Board
 - 1 x Space Blanket
 - 1 x Triangular Bandage
 - 1 x 50mm x 70mm First Aid dressing pad
 - 1 x 50mm x 200mm x 2,5mm First Aid dressing pad
 - 1 x 8cm Stretch bandage
 - 4 x Band-Aid type strips
 - 4 x Neat seal type plasters (2 x large, 2 x small)
 - 1 x Piece cotton wool
 - 4 x Pain Killers
 - 1 x Tube of burn ointment
 - Surgical gloves
 - CPR device recommendedEach competitor will be issued with a helmet medical information sticker which must be completed and attached to the rider's helmet.

b) GENERAL CONDITIONS APPLICABLE TO ALL MOTORCYCLES

All motorcycles must:

- i) Be fitted with ball-ended clutch and brake levers unless fitted with a suitable protectors.
- 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 rider.
- vii) Be fitted with folding foot pegs.
- viii) Competitors' attention is drawn to GCR246 with reference to advertising on the motorcycle.
- ix) **Must comply with the following articles of the FIM Technical Rule for General & Enduro Section: 01.31 EXHAUST PIPES 01.79 SOUND CONTROL and testing may be carried out in accordance 01.80 GUIDELINES FOR USE OF SOUND LEVEL METERS. These articles can be accessed on the FIM website <http://www.fim.ch/en/>**

The maximum allowed decibel reading is 112 dB/A measured with the "2 metre max" method for motorcycles.

10. NUMBER OF ENTRIES

Any meeting may be cancelled if the number of entries received is insufficient, provided the event regulations clearly stipulate the minimum number of entries. The promoter is also entitled to set a limit to the number of entries to be accepted and the number must be published in the SR's.

If too many entries are received, the method used by the promoter to select the entries will be stipulated in the SR's. Priority must be given to riders, who have, up to the closing date for entries, obtained points in previous Championship events during the current season, and riders who were placed among the first six in their class in the Championship of the previous year.

11. CLOSING DATE AND REFUSAL OF ENTRIES

Entries for the event will close 10 days prior to the start of the event. Late entries will be permitted at an extra cost of R200. For an entry to be accepted by the organisers it must be accompanied by the entry fee. The organisers reserve their right to refuse entries as per GCR100.

12. CLASSES

Except where stipulated the minimum age of 16 years old applies

200cc (E2)	(Two-stroke:125 to 200 cc and Four-stroke:150 to 250 cc)
Open (E1)	(Two-stroke: over 201 cc and Four-stroke: over 251 cc)
Senior	For riders of 38 years and older. The class will be open to any capacity motorcycle, applicable to 200 cc and open classes. The organisers shall decide on a shorter distance, which will be as close to 75% of the full National class distance, as practically possible.
Masters	For competitors 46 years and older. The class will be open to any capacity motorcycle applicable to 200 cc and open classes. The organizers shall decide on a shorter distance, which will be a minimum of 50% of the full National class distance.
Silver Challenge	Open to riders with regional or club licences only. Any capacity motorcycle. The organisers shall decide on a shorter distance, approximately 75% of the full National class distance.
The Silver Challenge	winner may not re-compete in the class in 2011 and the winner of the 2011 Silver Challenge class will be entitled to free entries in a National class in 2012.
Junior	Open to riders between 14 and 16 years old. The motorcycles to be the same as the 200cc national class. The organizers shall decide on a shorter distance, which will be a minimum of 50% of the full National class distance. This class will be run at the organisers discretion.
Regional	This class is only open to riders eligible to compete in the area where the event is being held.

13. AIM OF THE CHAMPIONSHIP

To declare National Enduro Championship winners in each of the four classes; 200(E2), Open (E1), Senior and Masters, as well as a Manufacturers Champion.

To announce class winners in the Silver Challenge and Junior classes.

A minimum average of 10 starters in a class shall be required for the class to count at all events; this only applies to full national classes.

14. RIDERS NUMBERS

Enduro Numbers will be allocated in order of the overall points scored from 1st to 20th position. Thereafter numbers will be allocated on a first come first served basis for National and Regional Enduro licence holders. Enduro numbers will carry the prefix “E” in front of their numbers and will start at E1 up to E999. The following colour coded backgrounds and coloured numbers will be applicable for the relevant classes at all Enduro events.

Motorcycle Class	Licence	Number Colour	Background Colour
200(E2)	Nat/Reg	White	Green
Open(E1)	Nat/Reg	White	Black
Seniors	Nat/Reg	Red	White
Masters	Nat/Reg	White	Red
Club	Club	Black	Yellow

Club Enduro licence holders shall be allocated a number from the Off Road Club Licence register which will be applicable to both Off Road and Enduro and will carry the prefix “C” in front of their number.

15. EXAMINATION OF MOTORCYCLES

- a) 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. Organisers are to check at least 10% of the entries for conformity to the self scrutineering form.
- b) Fuel Control: Only pump fuel available from a petrol station may be used.

ENDURO

- c) Rider's first aid kits and medical boards may be checked at random.

16. CHANGE OF MOTORCYCLE

After the closing date for entries, any change in the make or the class of the motorcycle will be subject to a written application, fully stating the reasons. Application for a change must reach the Clerk of the Course not later than 24 hours before the start of the competition.

17. ENVIRONMENTAL

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

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

18. COMPETITORS' ENCLOSURE.

Official teams are to be provided with suitable pit areas provided the teams have made arrangements with the organisers at least a week before the event.

19. ORDER OF STARTING

The order in which competitors will be started for the first event of the season shall be decided by the previous year's overall points from highest to lowest to determine the starting order. From then on by the overall points gained in the championship so far, thereafter, riders with class but no overall points, will be ceded as follows; Open, 200, Seniors, Masters, Silver and juniors. **If riders are starting two at a time on the same minute, organizers must arrange to start the top National Senior next to the top National rider, once the National Seniors are all started then the first National Master will start next to the National rider this is to eliminate dangerous dicing between top riders.**

Late entries will start at the back.

20. PUBLIC ROADS AND ROAD CROSSINGS

No racing on public roads is allowed at any event, irrespective of the event's status. Racing on public roads is illegal and any organiser that orchestrates an event that makes use of public roads without adherence to all the terms of this ART shall be subject to the severest sanction by MSA. The balance of this ART shall 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 is 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;*
 - b. *any other activity whatsoever*
 - i) *which may constitute a source of danger to traffic; or*
 - ii) *which may hamper, impede or disrupt the normal flow of traffic.*
- (2) *No person shall organize or take part in any race or sport on a public road, unless the prior written consent of the MEC of the province concerned has been obtained or, where the race or sport will take place wholly within the area of jurisdiction of a local authority, the prior written consent of such local authority has been obtained.*
- (3) *in granting consent in terms of 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*

ENDURO

- iv) All competitors must come to a complete standstill, the definition being that even if the wheels are no longer turning but the motorcycle or quad is still sliding this shall not constitute stopping.
- v) Competitors must look both to the left and right and only once they are sure that there is no oncoming traffic, may proceed to cross the road.
- vi) No organiser or any official may orchestrate events which crosses public roads without such permissions, signage, marshals or compliance with granted permission from the authority.

21. START

At the start of each day's run, the starting signal will be given at the exact time a rider is due to start. A rider's start time will commence even if the rider has not started or is late. Any rider not carrying 1(one) liter of drinking fluid, a medical board and a first aid kit will not be allowed to start the Day's run. (See exclusions, Art. 43. b).

Dead engine start.

22. REPLENISHMENTS

Replenishment applies to the motorcycle only, the rider may receive food and drink at any point but not while he is at the timing control table.

- a) No time allowance is made for replenishments, and they must be done during running time in working areas provided.
- b) In addition to the working areas located at the start and finish, others may be situated along the course and indicated on the route card.
- c) Replenishment is only allowed in the working areas.
- d) Replenishment is forbidden at the time check control table.
- e) It is forbidden under penalty of exclusion for a rider to place his machine inside any enclosure (tent, van or similar) any time during the event for the purpose of replenishment or any other reason, except when authorized to do so by the Clerk of the Course.
- f) No fuel may be carried other than in a tank or container permanently attached to the machine. The penalty for breaking this rule is exclusion.
- g) The engine must be stopped and the rider must dismount during replenishment. The penalty for not stopping the engine and dismounting is exclusion.
- h) The maximum distance between refuels is 60 km.
- i) Any welding work in the working area is forbidden under penalty of exclusion.
- j) Quick fillers are permitted at the working areas.
- k) Service crews are required to carry a fire extinguisher with a minimum capacity of 2.5kg, which must be located next to the motorcycle being refueled. Fire strikers with an equivalent capacity may also be used.
- l) At refuels that are not accessible to service crews, the organisers shall have at least 4 x 2,5kg. extinguishers set out in the working/refuel area. Fire strikers with an equivalent capacity may also be used.
- m) The use of an environmental mat by competitors and/or service crew is compulsory.
- n) Walking pace is the speed limit in the pit lane
- o) **No competitor or service crew member may smoke within 5m of a motorcycle/quad being refuelled.**
- p) **"Splash and Dash" is exactly that, only refueling may be done by the service crew, they may hold the bike and supply parts however only the rider may carry out any repairs.**

23. OUTSIDE POWER

Throughout the meeting a motorcycle must only be moved by its proper engine power, the physical efforts of its rider, or some natural cause. The penalty for breaking this rule is exclusion.

24. OUTSIDE ASSISTANCE

All outside assistance is forbidden, other than the normal assistance given at the official working areas.

The term "outside assistance" refers to the act involved when any person, other than the rider or an official performing his duties, comes into contact with the motorcycle. Outside assistance may

be given by another competitor who is still racing and eligible to be classified as a finisher. Competitors who have retired or crossed the finishing line may not render assistance. Outside assistance from any other outside source is prohibited except in the working areas as allowed per Article 24.

Service crews and/or service vehicles are not permitted on the racing route other than at working areas, and may not render assistance in any form whatsoever, except at these areas. Service crews may not establish “spares depots” or leave spares, tyres, fuel, lubricants etc. at any point other than the working areas whether on the route or accessible from the route.

The penalty for receiving outside assistance is exclusion.

In the working area only, service crews may do any work on the motorcycle, except for welding work. Welding may not take place in the working area, the motorcycle must be removed to a safe place sufficiently far from fuel supplies, and etc. so as not to constitute a safety hazard, before welding work commences permission must be granted by an official.

25. ASSISTANCE RENDERED AT THE SCENE OF AN ACCIDENT

a) MEDICAL BOARDS

Competitors must carry medical Board. 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. Failure to use this board or to not stop to assist a rider will incur a penalty.

b) USE OF MEDICAL WARNING BOARD AND ACCIDENT SCENE PROCEDURE

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

ii) Should a competitor arrive at the scene of an accident where no medical board is displayed, it must be assumed that the injuries are of such a nature that the competitor/s concerned is/are seriously injured or unable to display the medical warning board. Assistance must immediately be rendered. Should further assistance from other competitors be required, the competitor/s 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” shall be displayed. Following an accident where no injuries are involved and no assistance is required, the green “OK” must be clearly displayed to oncoming competitors.

iii) Penalties

Competitors who fail to stop on arriving at the scene of an accident where no medical warning board is displayed or where a cross is displayed, are guilty of contravening the regulations and may be excluded from the results and/or reported to the Stewards of the Meeting for further disciplinary action. Competitors who are not injured and who, following an accident fail to display the green “OK” shall be subject to disciplinary action instituted by the Clerk of the Course through the Stewards of the Meeting, who in turn may recommend to MSA that further action be taken against the offenders. Misuse of the medical warning board will be treated as a serious offence and will be dealt with as such.

iv) COMPENSATION FOR COMPETITORS RENDERING ASSISTANCE

CoCompetitors, who render “bona fide” assistance in complying with the foregoing instructions relating to the use of the medical warning board, shall not suffer serious prejudice as a result of their actions. However the onus shall be on the competitors concerned to prove that bona fide assistance was rendered. Substantiation in this regard would normally be required from the accident victims, fellow competitors and officials. Once proven, the Clerk of the Course will then review the competitor’s

ENDURO

performance before and after the accident and may allocate him a corrected time for that section, depending on the circumstances.

v) **PROCEDURE**

- (1) In the event that a competitor happens upon the scene of an accident first, he/she is compelled to stop and render assistance to any injured competitor.
- (2) Upon the arrival of a second competitor at an accident scene where injuries have been sustained, either the first competitor or the second competitor must;
 - (a) Make a note of the approximate time. GPS's may be used to record accurate times.
 - (b) Where either competitor carries a GPS to establish the co-ordinates of the accident, write them down or mark a waypoint, alternatively to make notes of the approximate whereabouts of the accident.
 - (c) Proceed along the race route to the next marshal point and accurately report the information to that marshal.
 - (d) 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 rendering assistance and remaining with the injured competitor must be related to the marshal for verification purposes.
- (3) Competitors arriving subsequently at an accident scene are similarly required to stop and may relieve the assisting competitor. This process is to be followed by all subsequent competitors.

26. RIDERS BRIEFING

Organisers are required to hold a riders briefing at a convenient time and location before the start of the race and all riders are required to attend.

27. RETIREMENTS

Any rider who has retired from the event must hand in an incident report form to the organisers as soon as possible. The fine will be R1000 if no incident report is handed in.

28. ROUTE MARKING

- a) The official route, which must not be left for any reason whatsoever, will be stipulated on route cards (see Art. 33) and marked. The official distances must be considered to be correct. If a rider fails to follow the official route, or if he drives against it, he will be excluded.
- b) In those cases where the riders must follow a very definite route, (i.e. on grassland, rough terrain, footpaths, etc.), the organisers must indicate the route precisely and very clearly.
- c) The following will be minimum acceptable route marking requirements.
 - i) Route marking must be red "Day-Glo" and must have a minimum visible area of 100 square centimeters. No other colours are permitted. Route markers may take the form of arrows or flaglets. No route marker to be more than 1,5 meters above ground level. Where the route is not obvious, for example, through open bush area, forest, etc. where no obvious paths exist each succeeding route marker must be clearly visible from the preceding one by a rider seated on his machine. On obvious routes, for example paths, roads, etc. the markers will be placed no more than 500 meters apart, irrespective of the clarity of the route. Green indicates NO GO. Neither the red or the green are to have anything printed on them such as sponsors logo's etc.
 - ii) Route markings must be placed on the left hand side of the track except where a turn is indicated where the following will apply:
- d) Track turning to the left - two markers one above the other with a gap not exceeding 20 cm will be placed on the left hand side of the track within 10m before the left hand turn. A single confirmation marker must follow this on the left hand side of the track after and within sight of the intersection or turn.
- e) Track turning to the right - As above, except that the double markers must be placed on the right hand side of the track.
- f) Track doubling back - four markers, one above the other, shall be placed at the turn to

- indicate the 180 degree corner.
- g) Danger boards should only be used where an extreme change in terrain takes place without warning. Danger boards should have a minimum size of 30cm wide x 50cm high with an exclamation mark or three markers 50m before the hazard to give the rider sufficient warning. A Danger board or three markers must be placed at the actual danger point. 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 indicating the direction of the turn.
 - h) Where the obvious road is not a continuation of the route, "no go" marking should be introduced if at all possible.
 - i) 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 onto fixed objects. This paint MUST be biodegradable.
 - j) Any deviation off the official marked route to gain an advantage, shall be penalized 600 points for the first transgression, the second transgression shall be exclusion.
 - k) All markers except the biodegradable paint must be removed from the route within 21 days of completion of the competition; failure to do so may result in MSA withholding future permits until rectified.

29. LOCAL TRAFFIC REGULATIONS

Riders must conform to the traffic regulations in force in each locality crossed during the competition. Any rider found guilty of an offence against such regulation may, after enquiry, be excluded.

30. IMPASSABLE SECTIONS

If, in the course of the meeting, the Clerk of the Course decides that a section of the course has become impassable or that its condition is such that it cannot be negotiated without outside assistance, he may take out the entire section. This may only be enforced if it does not prejudice riders who have already completed (or entered) this section.

OPERATION AND CONTROL

31. TIME CHECKS

Time checks will be set up:

- a) At the start at the beginning of each day's run.
- b) At intermediate points selected by the organizer and the location of which, together with the prescribed driving time between these check points, will be indicated on the route card; distances will be given in kilometers measured carefully and correctly.
- c) At certain points selected by the organizer for time checks for special tests.
- d) The average speed to be maintained between one time check and the next must not exceed 65 km/h.
- e) In case of force majeure (e.g. worsening weather conditions) the Clerk of the Course may change the time schedule to one of the slower schedules immediately before the start or before each lap.
- f) All time checks will be taken in full minutes by means of a clock.

32. TIMEKEEPING

- a) Timekeeping equipment must be handled under the supervision of an official timekeeper. If the timekeeping equipment does not work, the times must be recorded by hand.
- b) For regularity sections, when tolerances of one minute are allowed on actual time, apparatus registering complete minutes can be used.

33. TIME CARDS AND ROUTE CARDS

- a) Time cards and route cards will be issued at the rider's briefing. Riders will be responsible for getting their cards marked at all the time checks.
Time cards must be handed in at the end of the day or at the end of each lap, or on

ENDURO

- retirement, failure to do so will result in the rider's exclusion.
- b) Time card will show prescribed running time for each section.
- c) Any rider who fails to get his time card marked at a time check with the intention to deceive the organisers by altering or obliterating any entry on his time card, or using another rider's card, will be excluded.
- d) Any rider who accidentally loses his time card must obtain another from the official in charge of the main time control. This new card must be used at that checkpoint and at all the following checks.
- e) A rider who misses a time check will be penalized 3600 points for a first offence and excluded for more than one.

34. INDICATION OF TIME CHECKS

A time check will be indicated by a board placed 5 to 10 meters before reaching the control table. These boards will be placed so that they are at all times clearly visible to the riders.

a) **Procedure at time checks:**

A time clock synchronized with the time control clock will be positioned 5 to 10 meters before the control table. After the rider has passed the display clock with his motorcycle he must immediately present his time card to the control table or on demand to an official. Riders are forbidden to stop between the clock and the control table and will be penalized for so doing, 60 points in addition to any time penalties.

A rider may pass the final time check before the scheduled time without penalty. At each time check, the organizer must keep a checklist on which is inscribed, in chronological order, the numbers of the riders who pass as well as their times in hours and minutes. Pre-printed passage control lists, are not authorized. In case of dispute, the checklist will be considered official.

35. ARRIVAL ALLOWANCE

- a) A rider is permitted to arrive at any Time Check, other than a starting time check, up to one full minute before or after his time without penalty. This allowance is designed to cover time differences and is called "the arrival allowance" (AA).i.e. one minute early and one min late.
- b) Riders who arrive at a time check, more than one minute before or after their time are penalized 60 points per minute in excess of the AA according to the time registered by the clock. The penalty is only applied in whole minutes.

36. CALCULATION OF TIME CHECK PENALTIES

Each section between time checks constitutes a test in itself. Riders who do not respect the time permitted, including the AA, between one time check and the next, will be penalized 60 points per minute early or late arrival according to the clock.

In order to compensate any possible differences between the times recorded at the time checks a tolerance of +1 minute and- 1 minute will be granted i.e. the AA.

37. TIME LIMIT

A rider who arrives at a time check more than 60 minutes after his due time of arrival may be excluded. The AA of one minute cannot be applied in such a case. However, the rider may, under his own responsibility, continue on the event until the Clerk of the Course takes the final decision.

38. CLAIMS TO SPECIAL TIME ALLOWANCE

If a rider can convince the COC that he was delayed by abnormal circumstances outside his control, such as a delay occasioned because he had to stop to render first aid in the case of a serious accident, an allowance may be granted. Alleged balking caused by another rider cannot be accepted as an abnormal circumstance.

39. ROUTE CHECKS

In addition to having his time card marked at all the time checks, the rider must produce his card for marking at any official route check. A board placed on either side of the road 10 meters before the route check will indicate such route checks, which may or may not be marked on the route card. If clippers are used they must be manned and the riders stopped by the marshal.

At each route check, the officials must keep a checklist indicating the passage of each rider by number and in order of arrival.

40. SPECIAL TESTS

The maximum total distance of special tests may not exceed 40% or be less than 20% (subject to force majeure on the day) of the total distance of the event. There will be a minimum of **three special tests per event. The X and enduro tests may only be timed on the competitor's second passing.**

MX tests **and or extreme tests** may be used, however these must be bunted off, **be not longer than, 5 km for MX tests and 2km for extreme tests, and a minimum of 6m wide**, and be set up 24 hrs before the start of the competition, to allow riders to walk the test **on the Friday before the event and not on the Thursday as has been allowed previously. However riders are only allowed to walk the MX and extreme tests, NOT the X or enduro tests. Penalty for walking tests- exclusion.**

No steel stakes or any material that can impale a rider may be used to hold barrier tape to demark these tests.

Organisers are to be very careful when setting up special tests as once a test has been walked or ridden on the first lap by competitors it may not be changed for any reason, so if it becomes impassable during the event for any reason the test must be cancelled completely and riders who have already scored in the section will have their scores removed from the results. This rule is not amendable by the COC or stewards.

Special tests will be carried out with timekeeping according to Article 41. The penalty for traversing the test by wheeled vehicle, in advance of the timed test, will be exclusion. No practicing will be allowed and the penalty for practicing is exclusion.

The rider must cross the finish with a flying finish and stop at the stop control. The course must be selected so that the average speed does not exceed 65 km/h.

The start will be from a line with the machine stationary and engine running.

Organisers are to take all precautions possible to alleviate the possibility of "bottle necks" in special tests, if possible to keep Club and Novice riders out of these sections

The classification of riders in special test will be calculated on the basis of achieved times and converted into points (seconds = points).

41. TIME CHECKS FOR SPECIAL TESTS

The start of a special test must be marked with a "start" sign and the end with a "finish" sign, and the course itself marked according to Art. 28 of these regulations. A starting line will be marked on the ground and the official will give the start signal. The time of the special test is registered when the rider crosses the finish. These tests will be timed in seconds.

42. FINAL IMPOUND

At the final impound, or within 30 minutes later, one or more engines of the motorcycles having finished the competition may be examined.

If any engine is found not to comply with the capacity of the class in which it was entered, the rider concerned will be excluded.

43. LIST OF PENALTIES

The following penalties can be applied without a hearing.

a) **POINTS**

- i) Missing one route check or time check:- 3600 points
- ii) Early arrival at time check, i.e. for each minute early arrival, before the AA:-60 points
- iii) Late arrival at a time check, i.e. every full minute after the AA:-60 points
- iv) Deviating off the route to gain an advantage (1st offence):- 600 points
- v) Any transgression of ART 17 per occurrence: - 900 points or **Exclusion depending on severity**
- vi) Exceeding walking pace in the pit lane:-60 points

b) **EXCLUSION**

- i) Receiving spare parts outside the working area

ENDURO

- ii) Deviating off the route to gain an advantage (2nd offence)
- iii) For failing to carry out the instructions of an official.
- iv) Not riding at walking pace in the working area or dangerous riding in the working area.
- v) Smoking while refueling or working on the motorcycle.
- vi) Being more than 60 minutes late at the start.
- vii) Replenishment outside areas provided for this purpose by the organizers, or carrying fuel in a container not securely affixed to the motorcycle.
- viii) Not stopping the engine and dismounting during replenishment.
- ix) Carrying out any kind of welding work in the working area.
- x) Using outside power.
- xi) Accepting outside assistance.
- xii) Unauthorized contacts with any persons.
- xiii) Being accompanied by a retired or non-competitor.
- xiv) Knowingly riding in the reverse of the route
- xv) Starting the race without 1 (one) liter of drinking fluid, medical board and a first aid kit.
- xvi) Altering a time card and/or punch card or using another rider's card.
- xvii) Missing more than one time check or route check.
- xviii) Late arrival at a time check, exceeding 60 minutes after original starting time.
- xix) Practicing on the course.
- xx) Engine capacity not complying with that stated on the entry form or change of engine or frame .
- xxi) Not stopping and putting one foot on the ground at a road or railway crossing.
- xxii) Walking X or enduro tests

44. ACCEPTANCE OF OFFICIALS DECISIONS

Every rider must accept all official measurements, distances and decisions, and authorises the organisers to publish them in the manner they see fit. He/she also agrees that any advertising he publishes in connection with the competition, or is published in his/her name, will be true, accurate and not misleading. The rider also consents not to publish any advertising concerning the results until the official results have been issued by the organizer, and that in the event of any alteration in the official awards owing to protests or other cause, he will only publish the awards or results as thus amended.

45. REQUESTS FOR EXPLANATION

Any request for explanations concerning the results of the day's run must be addressed in writing to the COC within the time prescribed by the SR's.

46. PUBLICATION OF RESULTS

The daily complete results of the Championship should be published as soon as possible, however the provisional posting will be at 19h00 to become final at 19h30. If by 20h00 there is still a dispute, then the class under dispute should be removed from the results and the organizers can continue with prize giving.

Please note that it is the riders responsibility to check the results during the allowed time to submit protests, no application to change the results after this time will be entertained.

Timekeepers will be fined R2, 500.00 per hour for results that are late (maximum fine is R7,500).

47. PRE-RACE PRACTISING

No entry will be accepted from any competitor found riding on over or in the vicinity of the route for a period of 28 days prior to the event. The foregoing, however, does not apply to legitimate participation in an event, which may cross or use road previously used within 28 days. All decisions in this respect shall be referred to the Clerk of the Course.

48. PRIZEGIVING

Unless a written excuse handed in at documentation, acceptable to the Clerk of the Course and the Stewards is given, the recipients who do not attend prize giving will forfeit their awards.

49. ORGANISATIONAL REQUIREMENTS FOR NATIONAL CHAMPIONSHIP EVENTS

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

Organisers who fail to host an event that has been awarded to them, except for reasons of force majeure, will be liable for a R15,000.00 fine, no further permits will be approved until the fine is paid in full by the organisers.

- a) Each national event shall be pre-run by a suitable person with racing experience. This pre-run must be done latest on the day before the event, after all route marking has been done. A **comprehensive report is to be written and read at riders briefing as well as posted on the notice board before documentation starts on the Friday.**
- b) In an event where there is more than one loop and these loops are to be run in a sequence, organisers are required to have stickers made for competitors, showing the correct sequence of loops and to indicate this at the riders briefing, however the onus is entirely on the competitor to follow the correct sequence and to get clarity in their minds beforehand.
- c) A Programme for the event must be produced and one copy issued free to all competitors. It must contain all the requirements in terms of GCR 90 as well as Service and Spectator guide maps showing distances, estimated driving times, exact distances and clear instructions in words and on a suitable map and estimated times of arrival of the fastest competitor at the various points and DSP's. GPS co-ordinates must be supplied for these points. The programme must also contain an environmental message and display the MSA environmental logo.
- d) A website which must give the following information
 Supplementary Regulations
 Official Bulletins
 Entry list (regularly updated)
 Self Scutineering Form
 On-line Entry Page (recommended)
 Accommodation Details
 Results (latest Monday after the event, but preferably on a daily basis)
- e) Main start/finish DSP areas at National events must have catering facilities..
- f) Timekeepers shall produce at least 6 copies of provisional results and organisers are to post multiple copies in a well lit area in order to avoid congestion as they are posted. It is a requirement for all relevant officials to be visibly present (clearly identified with signage) at the time of provisional and final result posting to ensure that any queries can speedily and efficiently resolved. 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.
- g) 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 must state the name of the event and the month and year. Cloth badges or trinkets are not acceptable.
- h) A suitable P.A. system must be supplied both for briefings and prize giving. The MC who will be co-ordinating the prize giving must be instructed to mention all award winners, sponsors and make of motorcycle.
- i) It is a condition of issue of organising permit that National Championship events will be televised and organisers will be required to pay the Commission negotiated fees to the appointed production company a minimum of 7 days before the event.
- j) Competitors are to be provided with suitable reserved pit areas provided they have made arrangements with the organisers at least 1 week prior to the event taking place.
- k) **Time cards must contain the following information; Start time, row number, bike number, loop name, loop distance, average speed, time and due time of arrival(DTA)**

SA TRIALS NATIONAL CHAMPIONSHIP REGULATIONS AND SPECIFICATIONS FOR 2012

Art.

1. DEFINITION

A Trial is an event in which the skill and regularity of the riders form the basis of the results.

Sections are included within the course, where the skill of the rider negotiating them is observed and penalties given. In addition, a time limit is set for part of, or for the whole course. The course may consist of cross-country terrain (minor roads, country lanes and woodland tracks, etc.).

2. ELIGIBILITY

Riders must be in possession of a valid competition license. Entries may be divided into four classes, i.e. Masters, Expert, Intermediate and Clubman. Clubman being a support class and not recognised for national awards. A rider may only compete at National events in the class that the rider normally rides in at Club and Regional event level, unless prior written permission is granted by the Clerk of the Course, who will get written consent from all participating Club Chairman.

3. TEAM NOMINATIONS

Teams shall consist of three riders who have entered individually and as such riders must complete a declaration on the entry form signifying their consent to nominations.

- a) Club Teams – A rider must be a registered member of the nominating Club and may only be nominated as a member of one Club Team
- b) One Make or Manufacturer's Team – Teams shall not be nominated and shall consist of the first three riders on machines of the same name and make. Manufacturers will however be obliged to enter a Manufacturer's Team prior to the start of the event.
- c) Other Teams – Teams shall consist of riders, entered individually, all riding for a common sponsor, or make of motorcycle.

Details of further restrictions regarding team nomination, including team changes, shall be contained in the supplementary regulations.

4. ENTRIES

After an entry of a particular make of motorcycle and a nominated rider has been made and accepted, no changes in any form will be permitted unless application is made to the Secretary of the Meeting in writing not later than one hour before the start of the event. Detailed requirements will be stated in the supplementary regulations and any such changes will be reported to the Clerk of the Course.

5. ELIGIBILITY OF MOTORCYCLES

The verification of the machine will take place on the site of the meeting. On request of the Technical Steward (Scrutineer), the rider must present themselves to the technical validation. There is no restriction on the make or type of motorcycle entered except that:

- a) At all times during the event the rider will be responsible for keeping his machine in conformity to the rules.
- b) An effective silencer complying with the General Competition Rules, in respect to noise levels, is to be fitted.
- c) The width of handlebars is: not less than 600mm and not more than 850mm.
- d) All handlebar levers (clutch, brake, etc.) must be in principle ball ended (diameter of this ball to be at least 16mm). These ends must be permanently fixed and form an integral part of the lever.
- e) Exposed handlebar ends must be plugged with a solid material or rubber covered.
- f) Throttle control must be self closing when not held by hand.
- g) Footrests may be of a folding type but in this case must be fitted with a device which automatically returns them to the normal position.

- h) All motorcycles must have at least 2 efficient brakes (one on each wheel) operated independently.
- i) Only standard trials tyres normally available from commercial and retail sources are permitted. The overall width of the tyre when fitted must not exceed 115mm.
- j) Competition number must be clearly displayed and must not be less than 100mm in height with a stroke width of not less than 10mm. Organisers of the first National event of the year are to allocate numbers for all riders. Masters' numbers to be determined by the order placing at the end of the previous year.
- k) All riders shall be obliged to wear any riding bib supplied by the event organiser.

6. PROTECTIVE CLOTHING

During practicing and competition the rider must wear protective clothing of cloth or leather and knee-length boots. Wearing of gloves, leg and elbow guards, though strongly recommend, are optional.

It is compulsory for all participants taking part in practice and competition to wear a protective helmet. The helmet must be properly fastened, be of a good fit, and be in good condition. Only motorcycle crash helmets or Trials helmets of approved design can be worn. The helmet must have a chin strap type 'retention mechanism'.

7. COURSE FOR NATIONAL CHAMPIONSHIPS

The course of a National Championship shall consist of not less than 12 sections, which must be ridden with an appropriate number of laps to make the total number of sections not less than 48.

The course for Regional and Club events shall consist of not less than 8 sections, which must be ridden an appropriate number of lap to make the total number of sections not less than 40.

The course shall be set on any type of cross-country terrain (minor roads, country lanes, and woodland tracks etc. may be included).

The route should be in one direction only. If, in exceptional circumstances, two-way traffic is unavoidable, special safety measures must be taken, e.g. by separating the track or positioning of Observers.

8. START

To be classified as a finisher the rider's machine must have travelled the whole distance of the course under its own power or the exertion of its rider unless the organisers have authorised other assistance or authorised deviation.

The position of the start and finish of the course should be clearly defined in the supplementary regulations, failing this, to be when the organiser stipulates the event starting time and finishes when the rider signs off.

9. TIME

The start time and total scheduled time for the event shall be included in the Supplementary Regulations and/or advised to the riders at the rider's briefing. The schedule time for an event must include the overall time limit and a suitable penalty time.

In a case where the course of the event is considered dangerous or particularly difficult, the Clerk of the Course may increase the maximum allowed time by 60 minutes. In such a case the Clerk of the Course must decide to extend the overall time before 50% of the event allocated time has passed. The Clerk of the Course must inform all the riders of the alteration.

All riders will have the same start time as that of the event. The rider's finishing time is that time at which is when the rider signs the finisher card.

10. PRACTISING

Unauthorised practicing on the course and on the sections prior (for 2 weeks) or during the event is forbidden under penalty of disqualification.

11. OBSERVED SECTIONS - BOUNDARIES AND MARKERS

The number of sections shall be stated in the Supplementary Regulations and/or advices to the riders at rider's briefing.

TRIALS

Each section must be clearly numbered in consecutive order and the rider must attempt the sections in numerical order. The event organiser can specify unique starting sections for each rider class, this must be clearly communicated in the Supplementary Regulations and/or at rider's briefing.

Each section shall have signs clearly identifying the location of both the "Section Start" and "Section End". The outer boundaries on each side, the sections shall be marked using hazard barrier tape. Except where a natural boundary exists.

Each section shall consist of a series of gates, not less than 1.2 meters wide. Each gate will consist of markers red on the right and blue on the left, the number of gates per section can vary at the discretion of the trial setter. In the event of a lower standard line being set, e.g. for expert, intermediate and clubman these gates can be widened by yellow, green and white markers respectively and shall be specified in the Supplementary Regulations. The same colour coding shall be used throughout the trial.

A machine is considered as being in a section when the front wheel spindle has passed the "Section Start" sign and until when the front wheel spindle passes the "Section End" sign.

A rider may only enter a section when called upon to do so by the Observer.

Out of bound area within a section must be clearly marked with tape bunting which is securely fastened. Where appropriate tape boundaries must be between 100mm and 300mm above ground level.

Should a section become dangerous, it may be withdrawn at the discretion of the Clerk of the Course.

12. TIME PENALTIES

For each minute, or part there of, that the rider exceeds the overall event time a penalty of 1 point shall apply.

A rider who exceeds the maximum penalty time of an event shall be disqualified.

13. PENALTY FAULTS IN A SECTION

- | | | |
|----|---------------------------|-----------|
| a) | 1 Fault: | 1 point |
| b) | 2 Faults: | 2 points |
| c) | 3 or more Faults: | 3 points |
| d) | Failure: | 5 points |
| e) | Missing a section: | 10 points |
| f) | Not attempting a section: | 10 points |

Definition of Fault

Each contact of any part of the rider or his machine (with the exception of the tyres, footrest and engine protection plate) with the ground or obstacle (tree, rock, etc).

Definition of Failure

- i) Solo-Stop
- The machine is moving backwards with the rider footing.
 - The machine touches the ground with the front or rear wheel outside of a boundary.
 - The rider or machine breaks, removes, knocks down or riders over a marker of boundary tape with one of his wheels before the front wheel spindle passes a "Section End" sign.
 - The rider dismounts from the machine and he has both feet on the ground on the same side of the machine.
 - The rider does not have both hands on the handlebar when he foots.
 - The rider receives outside assistance.
 - The rider or his representative changes the condition of a section.
 - The rider or his representative enters a section without the invitation of the Observer.
 - Failure to enter a section once invited by the Observer
 - The engine of the machine stops whilst the rider is leaning or any part of the

machine, with the exception of the tyres, touches the ground without forward motion.

- The handlebar of the motorcycle touches the ground.
 - The motorcycle does a complete loop, crossing its own tracks with both wheels.
 - The motorcycle traverses any other class markers in the wrong direction.
- All failures must be signalled by the Observer.

ii) Solo – No Stop

Note: If this type of penalty is to be used, the Supplementary Regulations shall clearly state NO STOP TRIAL.

- The machine ceases to move in a forward direction relative to the course.
 - The machine touches the ground with the front or rear wheel outside of a boundary.
 - The rider or machine breaks, removes, knocks down or riders over a marker of boundary tape with one of his wheels before the front wheel spindle passes a “Section End” sign.
 - The rider dismounts from the machine and he has both feet on the ground on the same side of the machine.
 - The rider does not have both hands on the handlebar when he foots.
 - The rider receives outside assistance.
 - The rider or his representative changes the condition of a section.
 - The rider or his representative enters a section without the invitation of the Observer.
 - Failure to enter a section once invited by the Observer
 - The engine of the machine stops whilst the rider is leaning or any part of the machine, with the exception of the tyres, touches the ground without forward motion.
 - The handlebar of the motorcycle touches the ground.
 - The motorcycle does a complete loop, crossing its own tracks with both wheels.
 - The motorcycle traverses any other class markers in the wrong direction.
- All failures must be signalled by the Observer.

Only the greatest penalty, as defined above, shall be counted in a Section. Additional point may be added to the section score for:

- | | |
|---|------------|
| • The rider or his representative disputes the Observer’s decision: | + 5 points |
| • The rider refuses to leave a section after a failure: | +5 points |
| • Not attempting the sections in numerical order: | +20 points |

If there is any question concerning penalties, the rider will always be given the benefit of the doubt.

Where a rider questions an Observer’s ruling then it is rider’s is responsibility to ensure that the disagreement is noted on the Observer’s score sheet. The rider may not dispute the score with the Observer. Any disagreement will be dealt with by the Clerk of the Course at the end of the event.

Any penalty warded by the Observer which is subsequently agreed by the Clerk of the Course shall be deemed a statement of fact.

14. BAULKING

A rider may claim a baulk if his passage is impeded by an outside source, provide that the rider stops immediately, and declares a baulk to the Observer. The rider must proceed to the start of the section and re-ride it. Any marks incurred in the section prior to the baulk will be ignored.

15. EXCLUSION

A rider will be excluded for any of the following:

- a) Riding in a manner that will endanger the safety of officials, competitors and/or spectators.
- b) Riding a motorcycle at any point at an event venue without a helmet.
- c) Practicing any section before an event.
- d) Changing the motorcycle and/or rider during the event.
- e) Abusive conduct of any sort towards an official, rider or spectator.
- f) Use of a banned substance (regardless of sanctions specified in the Anti-Doping Code).
- g) Failure to sign the finishing control sheet.

TRIALS

16. EVENT RESULTS

Organisers will establish class winners for each class.

The results are decided on by the total number of marks lost, the winner being the rider who loses the least number of marks. In the case of a tie the following sequential assessments will be applied until the tie is broken:

- greatest number of cleans;
- the least number of five;
- the greatest number of one's (1);
- the greatest number of two's (2);
- the greatest number of three's (3);
- the number of clean sections before the first fault;
- the best first lap.

Failing this a tie will be declared and the point scored accordingly.

Results shall be posted as soon as possible after the event and shall remain provisional for a period of one hour after which time they will be declared as final.

17. CHAMPIONSHIP EVENTS

The 2012 Motorsport Calendar is available from Motorsport SA on request and gives details of the championship events.

18. AIM OF THE CHAMPIONSHIP

The aim of the Championship is to declare a South African Observed Trials National Champion in the following classes:

Masters
Experts
Intermediate

19. CHAMPIONSHIP SCORING

Points for the South African Observed Trials Championship will be scored for each competitor with all National Events counting towards the Championship.

Ties will be resolved as per section 16 of this Regulation and Specification.

Championship point scoring per class is as follows:

1st	-	20 points	6th	-	10 points	11th	-	5 points
2nd	-	17 points	7th	-	9 points	12th	-	4 points
3rd	-	15 points	8th	-	8 points	13th	-	3 points
4th	-	13 points	9th	-	7 points	14th	-	2 points
5th	-	11 points	10th	-	6 points	15th	-	1 points

20. MINIMUM NUMBER OF STARTERS

There must be a minimum of 10 riders per class per national event in order for the score for the class to be recognised as counting towards the National.

There must be a minimum of 6 riders per class per regional event in order for the score for the class to be recognised as counting towards a Regional.

