



2024

## Trail Standing Supplementary Regulations

## WCOC Cross Country Motorcycle & Quad Regulations



Version 1

1 March 2024

Ref: 163244/144

## REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

### AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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All race meetings shall be held under the General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Trail Regulations, the event Supplementary Regulations (SR's) and any applicable Circulars of MSA for Trail / Cross Country Motorcycles. In the event that these Trail Rules are silent, the National Rules shall, at all times prevail.

**1. CONTROLLERS**

Western Cape Off Road Club (WCOC) Committee.

**2. CLASSES**

**MOTORCYCLE CLASSES:**

- Junior 50cc/PW110
- Junior 65cc
- Junior 85cc
- Senior 85cc
- High School
- 200cc (OR3)
- Open (OR1 & OR2)
- Seniors/Master
- Ladies
- Social
- Junior Funride
- Senior Funride

**3. ELIGIBILITY OF RIDERS**

All riders must hold a minimum of a valid One Event or Annual Social MSA licence for Cross Country Motorcycles & Quads / Enduro.

- All participants that purchase a one event Social licence will have to provide proof of personal medical cover to the Event Secretary along with a copy of the one event Social Licence.
- Riders who do not possess a licence for the event will be required to complete a proxy form, authorizing the event secretary to manage all documentation (including the purchase of the required MSA licence) on their behalf. This procedure facilitates on-the-day entries.
- Age and engine capacity regulations as per the Cross Country Motorcycle SSR's must be adhered to at all times.

**4. MINIMUM NUMBER OF STARTERS**

There must be a minimum of four (4) starters per class at each event.

**5. ELIGIBILITY AND SAFETY REQUIREMENTS OF MOTORCYCLES**

5.1 All Motorcycles and Quads must:

- a) Be fitted with ball-ended clutch and brake levers even if fitted with a suitable wrap around protector.
- b) Be fitted with brakes operating on front and rear wheels.
- c) Be fitted with a self-closing throttle.
- d) Be fitted with adequate mudguards.
- e) Not have any fuel leaks.
- f) Not discharge exhaust gasses so as to raise dust or in any way inconvenience another motorcycle / quad.

- g) Be fitted with folding foot pegs (motorcycles only).
  - h) Comply with the following articles of the FIM Technical Rule for General and Enduro Section: 01.31 EXHAUST PIPES / 01.79 SOUND CONTROL. These articles can be accessed on the FIM website:  
[http://www.fim-live.com/en/library/download/73533/no\\_cache/1/](http://www.fim-live.com/en/library/download/73533/no_cache/1/)  
The maximum allowed decibel reading is 112 dB/A measured with the “2 metre max” method for motorcycle & quad categories.
  - i) Display advertising decals supplied by the overall championship sponsor/s and / or individual event sponsor/s, where applicable. These decals must be displayed as per the Organisers / Promoters instructions.  
This advertising must be displayed on competing motorcycles on the front fork area between the triple clamps and the sliders (upside down forks) or the area of the lower front forks (conventional forks) AND MUST BE FORWARD FACING ALONG THE LENGTH. For Quads, the stickers must be displayed in a prominent area which is clearly visible. Inspection of these will be carried out at the start and any competitor not complying will not be allowed to start the event until they comply.  
No time allowance will be given to rectify compliance.
- 5.2 All Quads must:
- a) 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 competitor’s foot to touch the ground e.g. netting.
  - b) Be fitted with a working ‘Dead Man’ kill switch, which must be attached to the competitor always whilst operating the quad
- 5.3 Riders may display their own sponsor’s decals and logos on their clothing and no Organiser, Promoter or event sponsor may insist on event sponsors clothing or any change in apparel being worn by the rider either when racing or at any time thereafter.
- 5.4 All riders must carry, at all times whilst racing, a First Aid Kit as detailed below:
- 1 x Medical Board
  - 1 x Space Blanket (protects from rain and sun as well as can be used to heat cold person and also can be used as a signal device)
  - 1 x Triangular Bandage (multiple uses)
  - 1 x SOS 6 First Aid Dressing (can cover any size wound)
  - 1 x 100mm Conforming Bandage
  - 1 x Burn Shield Dressing 100x100mm (this can be used as a cold compress, antiseptic dressing and burn dressing)
  - 1 x CPR mouthpiece (recommended)
  - 4 x Pain Killers
  - 4 x Plasters (range of sizes)
  - 1 x Pair Surgical Gloves
- 5.5 Each rider will be issued with a helmet medical information sticker which must be completed and attached to the riders helmet.
- 5.6 Reserved
- 5.7 Every rider must carry a minimum of one litre of drinking fluid at the start of an event.

- 5.8 It is recommended that all rider are to carry a cell phone pencil or writing instrument and small piece of writing material in order to drop a pin or make contact with the Organisers/Promoters that they may make notes at an accident scene, danger point or in any other circumstances.
- 5.9 All motorcycle / quad riders must wear suitable protective clothing, with a minimum standard of gloves, motocross type pants and motocross type boots reaching above the calf, and a long sleeve MX type shirt.
- 5.10 Chest protectors and neck braces are highly recommended for all riders in all classes. They must be of a hard plastic material and not a ROOST protector.
- 5.11 Riders without suitable protective clothing may not be permitted to start an event.
- 5.12 Only motocross full-face type helmets will be allowed and are compulsory to be worn at all races. The helmet must be properly fastened, be of a good fit and be in good condition. The helmet must have a chin-strap type retention system and be undamaged, and no alteration must have been made to the construction.
- 5.13 Scrutineering –A self-declaration scrutineering form shall be given to each riders. This form will be completed and emailed to the event secretary prior to the start of the event. These may be done online along with the entry to the event. Random scrutineering may be carried out before, during and after the event to test the accuracy of the information as per the self-declaration scrutineering form. Organisers / Promoters, through the appointed officials, are required to check at least 10% of the entries for conformity to the self-declaration scrutineering form. Offenders will be dealt with by the Clerk of the Course
- 5.14 Cameras and Recording Devices – No camera or recording device may be fitted to the crash helmet or anywhere on the body of any competitor. Offenders shall not be permitted to take part in the event until such time as the area of non-compliance is rectified.

## **6. DURATION**

- 6.1 A lap or loop on any event may be covered more than three times.
- 6.2 The Senior event shall consist of one racing stage, which will form a loop back to the start / finish. The loop distance will be approximately 30 - 50km; the rider who completes the most number of loops in 3 hours will be declared the winner. The minimum time raced should be 3 hours of race time by the leader. The leading time will be cut off between 2 hours 30 Minutes and 2 hours 45 minutes of racing at the discretion of the COC. The next time the leader crosses the timing controls after one of the loops will be deemed as the end of the race. No competitors shall be allowed to go out after this.
- 6.3 65cc / 85cc Junior and 85cc Senior Motorcycles will compete using the same format with a loop of approximately 20km and race duration of 2 hours. The minimum time raced should be 2 hours of race time by the leader. The leading time will be cut off between 1 hours 30 Minutes and 1 hours 45 minutes of racing at the discretion of the COC. The next time the leader crosses the timing controls after one of the loops will be deemed as the end of the race. No rider shall be allowed to go out after this.

## **7. ASSISTANCE RENDERED AT THE SCENE OF AN ACCIDENT**

### **7.1 PENALTIES**

Riders who fail to stop on arriving upon a scene of an accident where no medical board is displayed or where a red X is displayed, are guilty of an offence of the Motorsport Regulations and may be excluded from the results and / or reported to the Stewards for appropriate disciplinary action. Stationary Riders not injured who fail to display the Green Board shall be subject to investigation by the Clerk of the Course for disciplinary action and referral to WCOB Committee for further action where necessary.

### **7.2 COMPENSATION FOR COMPETITORS RENDERING ASSISTANCE**

Riders, who render "bona fide" assistance in complying with the instruction set out above and in the Regulations, shall not suffer serious prejudice as a result of their action.

However, the onus rests on the competitor to prove that such assistance was rendered.

substantiation will be required, normally in the form of a statement from the competitor who had received the assistance.

The Clerk of the Course at his discretion will award compensation.

## **8. NUMBERS**

**Numbers for riders with social licences will need to be run past the committee upon membership application to ensure that no other club members rides with the same numbers. Please try and keep your number as issued prior years. First paid up member will take preference over number board allocations.**

**If you ride any Championship of Club status or higher – Please use that number/colour format. For those only competing in our Trail events please use the prescribed Black number with Yellow Back ground. Fun ride bikes will be issued different numbers should it conflict with club riders. You will not be scored if your number is not legible on the front and side of your bike. Regardless of your Transponder readings.**

## **9. ORDER OF STARTING**

The order in which riders will be started shall be according to the previous years overall points after which the first entry system to determine the starting order for the first event of the season.

\*Known faster riders will be seeded according to skill set.

## **10. ROUTE MARKING**

10.1 Route marking must adhere to the following minimum standards:

- a) All route marking must be done with red or orange "Day-Glo" markers or red spray painted arrows or non-directional "Day-Glo" paint spots.
- b) One colour must be used for the entire event unless exceptional circumstances dictate otherwise.
- c) Each marker must present a "face" of approximately 100mm x 100mm to competitors.

- d) Confirmation marking must only be placed on the left hand side of the track except where a turn is indicated where the following will apply:
  - o Track turning to the left – two markers one above one another, with a gap not exceeding 10cm, will be placed on the left hand side of the track 100m before the left hand turn, or a visible directional arrow may be placed. Another double marker or arrow will be placed within 10m of the turn. This must be followed by a single confirmation marker on the left- hand side of the track within sight of the intersection. Turning inside any of these double markers by any distance will be deemed as a deviation and penalised
  - o 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.
  - o Track turning with a sharp U-turn – In addition to the marking required above a second set of double markers must be placed on the turn itself i.e. there should be four markers on the turn.
- e) Single confirmation markers: These must be placed at regular 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 closer than 100m together or in opposite directions, a marshal and / or bunting is required.
- f) Danger markings should be used where an extreme change in terrain takes place.
- g) Danger boards OR “Xmas Trees” made from barrier tape or Day-Glo stickers (in addition to the required “danger” board) must be placed at the actual danger point.
- h) Where the route comes to a T-Junction at which there is barbed wire or game fencing this fencing should be clearly marked with barrier tape, wrapped in an arrow shape, indicating the direction of the turn.
- i) On sections where there is any possibility that dust may obscure these marking, such T-junction must be treated as a danger section and marked with danger boards.
- j) Where the obvious road is not a continuation of the route, green “no go” marking must be introduced.
- k) If a competitor comes across green markers, that competitor must assume he / she has taken a wrong turn and is no longer on the planned race route.
- l) When laying out the route the Organisers / Promoters should be conscious of providing ample overtaking opportunities.
- m) The first 50m from the start and the last 50m to the finish are to be bunted / fenced off to keep spectators off the route.
- n) Marshals are to be present at the start / finish to ensure good crowd control.
- o) Where the terrain does not allow for the above type of marking (e.g. rocky, mountainous terrain devoid of vegetation) the route may be marked with painted “Day-Glo” directional arrows and non-directional “Day-Glo” paint spots on to fixed objects with a minimum size of 100x100mm. Only biodegradable paints are allowed.
- p) Marshals may not be used to provide directions and all routes must have adequate signage for competitors. The onus rests with a competitor to locate the correct route through signage.



## 10.2 PUBLIC ROADS AND ROAD CROSSINGS

No racing on public roads is allowed at any event. Racing on public roads is illegal and any Organiser / Promoter that orchestrates an event that makes use of public roads without adherence to all the terms of this Standing Supplementary Regulation (SSR) will be subject to the severest sanction. The balance of this Standing Supplementary Regulation (SSR) will be rigidly enforced at all levels of racing. Where written permissions are requested they will in all respects comply with section 317 of the road traffic regulations which are stated hereunder:

### “Racing and Sport on Public Roads” Section 317

- a) For the purposes of this regulation the expression “race or sport” includes:
  - any race, speed trial, reliability trial, hill climbing competition or sports meeting; or
  - any other activity whatsoever;  
which may constitute a source of danger to traffic; or  
which may hamper, impede or disrupt the normal flow of traffic.
- b) No person will organise or take part in any race or sport on a public road, unless the prior written consent of the MEC of the province concerned has been obtained or, where the race or sport will take place wholly within the area of jurisdiction of a local authority, the prior written consent of such local authority has been obtained.
- c) In granting consent in terms of sub regulation (2), the MEC or the local authority concerned, as the case may be, may –
  - in addition to any requirement prescribed in these regulations, impose such further conditions as he or she or it may deem expedient;
  - exempt any person concerned with the race or sport for the duration thereof –  
from any provision of the Act regarding any speed limit or determine another speed limit for the road concerned;  
from any other provision of the Act or from any by-law;
  - levy fees for defraying the expenses incurred by the Provincial Administration or local authority concerned in connection with the race or sport.
- d) Any consent granted in terms of sub regulation (2) may be withdrawn at any time.
- e) A traffic officer responsible for the safety of the public in the area where the racing or sporting event is staged or a traffic officer at the scene of the event, may immediately withdraw the permission for the event or amend the conditions of the permit to ensure the safety of road users, if the staging or continuation of the event, in the traffic officer's opinion, is causing or will cause any danger or undue obstructions for other road users or any of the participants in the event”.

Where the Route of an Event runs along a Public Road:

- A written application for closure must be lodged with the relevant authorities. Such application is to disclose the nature and extent of the closure, that unlicensed vehicles will traverse such roads and the times of the closures. APPLICATION MUST BE IN FULL COMPLIANCE WITH THE ROAD TRAFFIC ACT AND REGULATIONS.
- 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.

- Where the route crosses a road or railway line, a danger board with a black exclamation within a red triangle is placed 100m before the road or rail crossing, followed by a board with a black cross on a white background erected 50m before the road or railway line. A stop sign is erected at the edge of the road or railway line and must be visible to competitors allowing sufficient space to stop. It is compulsory to stop at this intersection. Competitors must ascertain whether it is safe to cross the road or railway line before proceeding. At least one foot needs to be placed on the ground when the competitor comes to a standstill. The foot and bike must be stationary and no dragging is allowed.
- Non-compliance will incur a penalty. Competitors ignoring a stop, road or rail crossing and not ensuring that it is safe to cross will be excluded.
- 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.
- Competitors must be stopped by race marshals at the beginning of the decontrol and advised verbally as well as by means of clearly visible boards that they are about to proceed on a public road. Decontrols will be run.
- Competitors must be stopped by race marshals at the end of the decontrol and advised verbally as well as by means of clearly visible boards that the decontrol has ended.
- Maps and written advice concerning the use of public roads must be posted at least on the official online / electronic notice board at all times during the event and preferably in any programme or route map of the event.
- Competitors must be fully briefed on the number, distance and frequency of decontrolled public road sections at riders briefing.
- No Organiser / Promoter or any official may orchestrate events which traverse public roads without closure, permissions, decontrols, notices, briefings or marshals or compliance with granted permission from the authority.
- Notwithstanding anything contained within any other regulation or rule, no racing on public roads is allowed or permitted irrespective of the status of the event. No organising club, promoter, official or competitor may orchestrate, organise or participate in any event where public roads will be travelled upon, traversed or crossed without having sought and obtained the appropriate written permissions as required in the Road Traffic Act 93/1996. Furthermore, if and when competition vehicles are required to travel on, traverse or cross any public road, such public road must be decontrolled and all the relevant provisions of the National Road Traffic Act must be fully complied with. Organisers / Promoter and promoters must ensure that sufficient officials are in attendance to both monitor and control the conduct of competitors on public roads. The penalty applicable to any Organiser / Promoter, Club or competitor who fails to comply with either the provisions of the Road Traffic Act insofar as the requisite permissions required are concerned or for a breach of the Road Traffic Act, will be the imposition of a fine in the amount of R10,000

Where the route of an event crosses but does not run along a Public Road:

- Appropriate written permissions must be obtained from the relevant authority and Organisers / Promoters must comply with the conditions of permissions granted.
- Stop warning boards advising of the crossing must be posted 50m before the crossing and a Stop board immediately before the crossing. 100m Stop warning board may be used where competitors are travelling at high speeds and / or adequate warning is necessary.
- Competent marshals must be posted at such road crossings and must be in possession of a writing pad, pen or pencil to record the competition numbers of offenders.
- All competitors must come to a complete standstill at the stop board, the definition being that even if the wheels are no longer turning but the motorcycle or quad is still sliding this will not constitute stopping

- Competitors must look both to the left and right and only once they are sure that there is no oncoming traffic, they may proceed to cross the road.
- No Organiser / Promoter or any official may orchestrate events which cross public roads without such permissions or compliance with granted permission from the relevant authority/ies.
- At least one foot needs to be on the ground when the competitor comes to a standstill.
- The foot and bike must be stationary and no dragging is allowed. Non-compliance will incur a penalty.
- Competitors ignoring a stop, road or railway crossing and not ensuring that it is safe to cross will be excluded.

Where the route of an event crosses any other Road or Railway Crossings:

- 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

### 10.3 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 / Promoters and by the route marking
- b) Reserved
- c) Any competitor leaving the route must re-join at the same point where he / she left it

### 10.4 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
  - Early departure from controls (jump starts) will carry a five (5) minute penalty
- b) Route Check Controls:
 

There should be at least one route check control per lap of the 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 and sequence will only be used to determine whether the competitor has passed through Race Control 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 signal boards. The first board (M or 50m stop) will delimit the start of the control area.
  - The second board will be a stop board where the competitor will be required to stop and will delimit the end of the control area.
  - No overtaking is permitted within the controlled area. When a competitor is stopped at a control official and another competitor approaches, the second competitor may not pull up alongside the stationary competitor, but should wait for the official to complete all formalities with the first competitor
  - No waiting time will be allowed.
  - Above excludes the pit lane.
- e) Sequence through Controls:
- Competitors are to note that their sequence and time through Race Control will be recorded by officials on sequence sheets.
  - If the sequence sheets show that a competitor has passed through Race Control in an unrealistic time, a thirty (30) minute penalty plus any time advantage gained shall be applied by the Clerk of Course
- f) Decontrol:
- Decontrols may be implemented at the discretion of the Organisers / Promoters, taking the wellbeing of competitors into account. Where decontrols are implemented, this shall be on the following basis:
- A minimum of ten (10) minutes at the pits at approximately 50% race duration.
  - Minimum of two (2) safety marshals will be required on site.
  - Organisers / Promoters will maintain sequence and 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.
  - Organisers / Promoters will provide competitors with a sticker reflecting the exit time at these decontrol points. Retention of these stickers is the responsibility of the competitor and any competitor endeavoring to exit the decontrol without such sticker will have to return to the decontrol marshal to obtain a replacement sticker with the same original time on it. Any delay in obtaining this will be to the detriment of the competitor.
  - A fifteen (15) minute penalty will be applied for a competitor leaving the decontrol early as well as the time that he gained by starting early

#### 10.5 SERVICE CREWS / OUTSIDE ASSISTANCE

- a) Service crews and / or service vehicles are not permitted on the racing route – Refer SSR 351 g) (iv).
- b) Service crews may not establish “spares depots”, or leave spares, tyres, fuel, lubricants, etc. at any point other than the DSPs, whether on the racing route or accessible from the racing route. Furthermore, so called ‘ghost riders’ as entered by teams having competitors enter races carrying an abnormal amount of spares to assist other team riders will not be allowed under any circumstances.
- c) The Clerk of the Course will decide, where necessary, what a reasonable amount of spares is to be carried by a competitor, but this should only be sufficient for his / her own use, such as spare cables, fuses, etc.

- d) Outside assistance may be given:
- By an official (listed in the Supplementary Regulations (SR's) and / or Final Instructions as being authorised to assist competitors) on the event. If a competitor is assisted by an official as listed in the Supplementary Regulations (SR's) the competitor must remain co-responsible to adhere to the Standing Supplementary Regulations (SSR's) and Supplementary Regulations (SR's). Any breach thereof, regardless of the role played therein by an official shall result in action being taken against the competitor concerned, unless the competitor can prove that he / she was unable to persuade the official to act within the rules.
  - 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.
  - By another competitor who is still actively racing and is eligible to be classified as a finisher.
  - Competitors who have retired or crossed the finishing line may not render assistance – Refer SSR 351 g) (vi).
  - Outside assistance from any other source is prohibited – Refer SSR 351 g) (iv).
  - No assistance by service crews will be allowed at unassisted re-fuel points which are not DSP's.

#### 10.6 REFUEL

- a) Reserved
- b) No competitor or service crew member may smoke within five (5) metres 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 2,5kg or an equivalent Fire Stryker, to be located approximately five (5) meters from the vehicle being refuelled or 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, not next to it, when refuelling and servicing is affected. At unassisted refuel points, the Organisers / Promoters are to supply adequate mats
- e) No outside refuelling points, assisted or unassisted.
- f) At unassisted refuel points, fuel cans must be set up in an orderly fashion. Refuel points need to be suitably bunted off to ensure the safety of competitors and officials and to control the flow of race traffic through the refuel point The routing of the competitors must ensure that all competitors pass through the refuel point even if they do not take on fuel. There may be no alternative around a refuel point. Refuel points must always be unassisted and de-controlled. Adequate signage indicating the start and end of a DSP or pits and refuel points must be clearly marked and visible to competitors.
- g) Empty fuel drums must be removed from any fuel storage area / DSP by the competitor's service crew or race officials. Failure to comply with this requirement will result in a fine

#### 10.7 USE OF GPS DEVICES

- a) For safety reasons, the protection of landowners and competitor route compliance checks, the use of a Commission-approved GARMIN or GARMIN compatible GPS device can be used at our events. For the avoidance of doubt, no competitor may compete without a Commission-approved and fully operational GARMIN or GARMIN compatible GPS device. NOTE: The GPS device must record the complete route taken by the competitor from the start of the race to the end of the race.

- b) The onus is on the competitor to ensure the GPS is mounted or stored in such a way as to avoid loss or damage or accidental loss of track records. Multiple Commission-approved GARMIN or GARMIN compatible GPS devices are allowed
- c) GPS must be set to track the most GPS points as possible.
- d) GPS files with the routes will be available at all National events.
- e) GPS devices for the top 5 riders in each National Class will be checked by race officials, to check for any route deviations and must be made available on request:  
Competitors unable to submit a GPS or competitors who submit a faulty or inoperable GPS – 30-minute penalty. NOTE: This could be increased to exclusion, should further investigation by the Clerk of Course find that the competitor has irregular or unrealistic race
- f) The onus is on the competitor to ensure the GPS device is in good working order for the entire duration of the race meeting and to ensure that the entire raced track, distance and all laps raced by the competitor are available for electronic download.
- g) Commission approved GPS devices: Garmin – eTrex, Dakota, Montana, Oregon or Zūmo.
- h) The Garmin GPS device must comply with the following:
  - Must be Garmin technology.
  - Must be able to load custom maps onto a SD or Proprietary Garmin Data Card, SD, Micro SD and Garmin Data.
  - Must be able to record track logs with a minimum of ten thousand (10 000) points or more.
  - Must be IPX7 rated (can handle wetness but not submersion).
  - Ideally should take an external antenna which should be mounted on the top of the motorcycle with the cabling safely routed and protected. Units which do not have an external antenna capability should be mounted as much into the open as possible in order to obtain the best possible satellite coverage.
  - Power to any unit should be direct via Dual Fuses (positive and negative lines) from the battery.
  - The GPS device must be cleared of all tracks before reporting to the GPS download officials.

## 11. **GENERAL**

### 11.1 **N.B. RIDERS ARE ALLOWED TO RIDE INTO THE RE-FUEL AREA AT IDLING SPEED. RIDERS MUST DISMOUNT/ SWITCH ENGINE OFF BEFORE RE-FUELLING.**

RIDERS WHO DO NOT RE-FUEL MAY PROCEED THROUGH THIS AREA AT WALKING PACE UP TO THE EXIT MARSHAL.

11.2 The use of an Environmental mat or similar device by competitors and / or service crew is compulsory.

### 11.3 **CONSUMPTION OF ALCOHOL**

It is forbidden for any competitor to consume alcohol while taking part in an event, or in the time period between a competitor completing an event and the relevant race officials at the event giving a decision on any protest and/or appeal that he/she may have lodged. Offenders shall be excluded from the event and shall be reported to WCOC for possible further action. Likewise, action may be taken against any competitor where persons associated with him/her cause unnecessary problems for the race officials as a result of being under the influence of alcohol.

- 11.4 All members are to look after their floating trophies and return them at the last race of the year, in the condition that they were received. Penalty fees are applicable before acceptance of membership or entry allowed to a race should a floating trophy be outstanding.
- 11.5 All riders under the age of 18 are to have parents or guardians in attendance at all times.
- 11.6 All club members are allowed a discounted entry fee structure for race days and non-members are to pay a higher entry fee.
- 11.7 If you get podium for 2 consecutive years (Championship) in any of the following classes you must upgrade the following year to a more competitive class: Social Bikes, Funride Bikes.

**12. NUMBER OF EVENTS**

There will be six (6) EVENTS.

**13. IMPASSABLE SECTIONS**

If, in the course of an event, the Clerk of the Course decides that a section of the course has become impassable or that it's condition is such that it cannot be negotiated without outside assistance he may take out the entire section which has become impassable. This may only be done if it does not prejudice competitors who have already completed (or entered) such a section.

**14. TRANSPONDERS**

Transponders may be used and any additional cost will be added to the entry fees.

**15. SOCIAL MEDIA**

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and videos. As such, competitors should be aware that their conduct on social media regarding the Championship, the Club, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that we monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.