



2025

# MSA National Standing Supplementary Regulations

## Cross Country Motorcycles



Version 2

17 June 2025

REVIEW AND AMENDMENTS

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

AMENDMENT RECORD

Modified SSR / ART	Date applicable	Date of Publication	Clarifications
SSR 321 h) i), SSR 321 h) iii), SSR 322 c) v), SSR 329 f), SSR 330 f) & i) & SSR 344 c)	Immediately	17 Jun 2025	Wording removed
SSR 351 e) i), vii), viii), ix)	Immediately	17 Jun 2025	Wording amended

Regional and Club category specific regulations may not be in conflict with National SSR's, unless approval from the MSA Cross Country Motorcycle Working Group has been received.

Where individual Cross Country Motorcycle facet regulations are silent on an issue, and in the event of any dispute, these National Cross Country Motorcycle SSR's will take precedence.

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

Link to the 2025 GCR Regulations:

<https://www.motorsport.co.za/publications/>

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321) CONDITIONS AND AIM OF THE SOUTH AFRICAN NATIONAL CROSS COUNTRY MOTORCYCLE CHAMPIONSHIP

- a) For a National Championship to be declared, there must be an average of six (6) starters per National class calculated over the total number of rounds in the championship.
- b) For an Interprovincial Challenge to be declared, there must be an average of six (6) starters calculated over the total number of rounds in the Challenge.
- c) All entries must appear on the result sheets.
- d) DNF and DNS's need to be clearly indicated on the Clerk of Course signed result sheets.
- e) The South African National Cross Country Motorcycle championship will comprise five (5) events, with all to count.
- f) Competitors may not compete in more than one (1) National Class. Where National events include a regional event, competitors competing in both National and Regional classes may score in the same National / Regional classes. Competitors competing in an Interprovincial Challenge class may score in the same Interprovincial Challenge / Regional classes.
- g) Competitors entering an additional class as permitted above may be liable for an additional entry fee as stipulated in SSR 326.
- h) Motorcycles - The aim of the South African National Cross Country Motorcycle Championship is:
  - i) To declare a South African National Cross Country Motorcycle Champion in the Open, OR3, Seniors, Masters, High School, ~~Ladies~~, 85cc and 65cc classes.
  - ii) To declare the South African Senior National Cross Country Motorcycle Manufacturers Champion and the South African Junior National Cross Country Motorcycle Manufacturers Champion.
  - iii) To declare an Interprovincial Challenge Class Winners in the Open & OR3, ~~Seniors, Masters, High School, Ladies, 85cc and 65cc~~ classes.
- i) In the FIRST EVENT OF THE YEAR, IF THERE are insufficient number of competitors (Refer to SSR 321 a and b), to comprise separate classes, the class with the insufficient number of starters will compete with the more senior of class. There will be class results for each of these classes, but will be scored as one (1) Championship class, and be declared as such. For example, if High School has insufficient number of starters, this class would be combined with the OR3 class.
- j) Any major changes to class rules or age capacity must be announced with a minimum of one (1) year's notice.

322) SCORING

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

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

- b) Separation of ties:  
In case of ties in the results at the end of the day, the competitors concerned will each receive the points to be awarded for this place, and the next classified competitors will receive the points according to his / her position.  
In the case of a tie at the end of the season, the competitor with the greatest number of class wins will be declared the winner. If this does not resolve the tie, then the greatest number of seconds will count, failing this, thirds and so on.  
If this is still ineffective, the MSA Cross Country Motorcycle Working Group will make a recommendation to MSA ManCom for consideration to declare the winner on such basis as it deems fit.
- c) The Senior manufacturers trophy will be scored by the following categories:
  - i) Open – OR1 & OR2 combined
  - ii) OR3
  - iii) Seniors

iv) Masters

~~v) Ladies~~

d) The Junior manufacturers trophy will be scored by the following categories:

i) 65cc

ii) 85cc – Senior 85cc and Junior 85cc combined

iii) High School

323) CLASSIFICATION AND TIME BAR

a) Classification:

In order to be classified as a finisher of an event, a competitor must complete one (1) lap under their own power. Once the competitor has completed one (1) lap, they will be deemed as a finisher. Riders completing one (1) lap will be sorted according to lap times, fastest to slowest. Points will be allocated according to the position achieved in class.

b) Cessation of Racing:

The Clerk of the Course and Stewards have the right to call a halt to an event due to “force majeure” for, but not limited to, any of the following reasons:

i) Extreme weather conditions;

ii) Serious or fatal accident;

iii) Sections of the route being deemed impassable owing to recent extreme weather or other unforeseen circumstances;

iv) Dangerous circumstances for competitors involving spectators or bystanders;

v) Any other circumstances which the Clerk of the Course and Stewards, in their sole discretion, deem to be dangerous or prejudicial to competitors;

c) 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 competitors will be scored back to the last timing point all competitors passed before the event was stopped.

d) Race Stopped Prematurely:

Once started a race will not, except for the reasons stated above, be halted.

If a race is stopped before the leading competitor has reached half distance, it will be declared invalid and no points will be awarded. If the leading competitor has reached at least half distance the race shall be declared finished and points awarded.

e) Time Bar:

The time bar for either quads or motorcycles must allow for the delay in starting times between them. A fixed time will be published in the Supplementary Regulations (SR's). Time bars on the route will be advised in the final instruction or by official notice.

The Clerk of the Course may at his / her discretion extend or amend the time bars as advised in the Supplementary Regulations (SR's) on the day should circumstances dictate. In determining time bars, Organisers / Promoters should set the time bars on safety and organisational deadlines rather than intending them to be punitive.

324) AWARDS

a) Classes: 1st to 3rd in each class

b) Manufacturers Trophy: Overall Senior and Junior Motorcycle

c) Points will be awarded to the top finishing motorcycle of each manufacturer from each of the Championship classes. Should a class not qualify at the event that class will be omitted from the scoring. Obtaining the best result in each event will count towards the final classification. Refer to SSR 322

d) At the discretion of the Organisers / Promoters, finishers Badges may be awarded to all finishers. Organisers / Promoters reserve the right not to award finishers badges to competitors who fail to hand in an Event Evaluation Report Form.

e) All awards will be distributed at the event prize giving.

f) Competitors who do not attend the prize giving to receive their prizes / awards will forfeit them unless they have informed the Clerk of the Course in writing and received his / her permission to be absent from the function.

- 325) ELIGIBILITY OF COMPETITORS – Refer GCR 227 & 228 and SSR 351 i (i)  
No competitor will be permitted to start an event unless he / she has satisfied the officials concerned that the following are in order:
- a) All Entrants and competitors must hold a valid MSA competition license applicable to the status of the event / class. These licenses must be emailed to the event secretary with the entry form / online entry.
  - b) Where the entrant is not the competitor, an Entrants license must be obtained from MSA prior to the submission of the entry. Failing this, the entrant's name will not be published in any documentation for the event. Organisers / Promoters need to ensure that provision is made for the Licenced Entrant to sign on next to their competitor's name at event documentation – Refer to GCR 113 (xv).
  - c) The minimum age to compete at National and Regional level shall be as per SSR 330.
  - d) Reserved
  - e) Reserved
- 326) ENTRIES
- a) The maximum entry fee for National events is R1 400.00.
  - b) For National events, the late entry fee will be an additional R200.00.
  - c) For National events that are combined with Regional / Club events, the additional fee for any other championships will be R200.00 over and above the National entry fee, at the discretion of the Organisers / Promoters.
  - d) Reserved
  - e) Entry fee for Junior and Senior Club, Junior National and Junior IPC Classes will be R 900.00
  - f) All competitors must have submitted properly completed and signed entry forms / online entries. Entries received without the appropriate entry fee stated in the regulations will be invalid. Please note – The National Entry Form link must be used for all entries - <http://www.saccmoto.co.za>
  - g) Entries will close Wednesday midnight prior to the event.
  - h) Late entries will be accepted at the discretion of the Organisers / Promoters; however, the conditions of late entry must be published in the Supplementary Regulations (SR's) and must be adhered to.
  - i) Refusal of entry – Refer GCR 99 and 100.
- 327) OFFICIALS OF THE MEETING (Refer to GCRs 152 and 154)
- a) A series MSA Steward and Clerk of the Course may be appointed by the MSA Cross Country Motorcycle Working Group and ratified by the MSA Sport Co-ordinator.
- 328) GENERAL CONDITIONS FOR ALL MOTORCYCLES AND QUADS AND ESSENTIAL EQUIPMENT
- a) All Motorcycles and Quads must:
    - i) Be fitted with ball-ended clutch and brake levers even if fitted with a suitable wrap around protector.
    - ii) Be fitted with brakes operating on front and rear wheels.
    - iii) Be fitted with a self-closing throttle.
    - iv) Be fitted with adequate mudguards.
    - v) Not have any fuel leaks.
    - vi) Not discharge exhaust gases so as to raise dust or in any way inconvenience another motorcycle / quad.
    - vii) Be fitted with folding foot pegs (motorcycles only).
    - viii) Comply with the following articles of the FIM Technical Rule for General and Enduro Section: *01.31 EXHAUST PIPES / 01.79 SOUND CONTROL*.  
These articles can be accessed on the FIM website - [http://www.fim-live.com/en/library/download/73533/no\\_cache/1/](http://www.fim-live.com/en/library/download/73533/no_cache/1/)  
The maximum allowed decibel reading is 112 dB/A measured with the "2 metre max" method for motorcycle & quad categories.

- ix) Display advertising decals supplied by the overall championship sponsor/s and / or individual event sponsor/s, where applicable. These decals must be displayed as per the Organisers / Promoters instructions – Refer GCR 246 (iii).  
This advertising must be displayed on competing motorcycles on the front fork area between the triple clamps and the sliders (upside down forks) or the area of the lower front forks (conventional forks) AND MUST BE FORWARD FACING ALONG THE LENGTH. For Quads, the stickers must be displayed in a prominent area which is clearly visible. Inspection of these will be carried out at the start and any competitor not complying will not be allowed to start the event until they comply.  
No time allowance will be given to rectify compliance – Refer SSR 351 i) (ii).
  - x) Number boards must be as per the MSA Cross Country Motorcycle Working Group number board template – Refer to SSR 329.
- b) All Quads must:
- i) Be fitted with “nerf” bars, which are to extend to at least the centre line of the rear wheel and must be fitted with a means, which does not allow the competitor’s foot to touch the ground e.g. netting.
  - ii) Be fitted with a working ‘Dead Man’ kill switch, which must be attached to the competitor at all times whilst operating the quad – Refer SSR 351 b) (iv)
  - iii) Be fitted with a yellow taillight. A competitor without a yellow taillight will not be permitted to start an event – Refer SSR 351 b) (iv)
- c) Competitors may display their own sponsor’s decals and logos on their clothing and no Organiser / Promoter or event sponsor may insist on event sponsors clothing or any change in apparel being worn by the competitor either when racing or at any time thereafter.  
All riders at their own discretion to display the official MSA logo on their motorcycle decal kit.  
Size: no smaller than 30mm x 30mm.  
Placement: front number board top left.  
MSA Logo must be added to either side of the motorcycle in close proximity of the side number.
- d) All competitors 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 100mm Conforming Bandage
  - 1 x CPR mouthpiece (recommended)
  - 4 x Plasters (range of sizes)
  - 1 x Pair Surgical Gloves
- e) Each competitor will be issued with a helmet medical information sticker which must be completed and attached to the competitor’s helmet.  
PLEASE NOTE FOR THE 2026 SEASON:  
WEARING HELMETS
- It is compulsory for all participants taking part in practice and races to wear a protective helmet. 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'.
  - A protective lower face cover must be present and must be not detachable and not moveable.
  - Helmets constructed with an outer shell made of more than one piece are not permitted (e.g. they must not contain any seam).
  - A retention system with a strap and the double D ring closing system is recommended.
  - All helmets must be marked with one of the official international standard marks mentioned in Art. 01.70. Any FMN approval marks do not substitute the official international standard marks.

- A helmet is made to provide protection. A helmet is not a platform to attach foreign objects. Cameras or other accessories are NOT permitted nor shall be attached to the rider's helmet.
  - Long hair must not come out of the helmet. Long hair must be completely contained within the helmet.
  - Failure to observe the above rules will entail exclusion.
- f) Each competitor will be issued with a route check control card or helmet sticker at documentation. This card or helmet sticker 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 or helmet sticker in any way. Competitors must carry this card with them at all times or place the helmet sticker in the position as required by the Organisers / Promoters when racing. The route check control card or helmet sticker to be handed in to the event Organisers / Promoters when the competitor finishes racing.
- g) Every competitor must carry a minimum of one (1) litre of drinking fluid at the start of an event.
- h) It is recommended that all competitors should carry a cell phone in order to drop a pin or make contact with the Organisers/Promoters at an accident scene, danger point or in any other circumstances.
- i) All motorcycle / quad competitors must wear suitable protective clothing, with a minimum standard of gloves, motocross type pants and motocross type boots reaching above the calf, and a long sleeve MX type shirt.  
Chest protectors at National Championship events are mandatory, and neck braces are highly recommended for all competitors in all classes. Chest protectors must be of a hard plastic material and not a ROOST protector.  
Competitors without suitable protective clothing may not be permitted to start an event.  
Only motocross full-face type helmets will be allowed and are compulsory to be worn at all races - No cycling helmets of any sort will be permitted. The helmet must be properly fastened, be of a good fit and be in good condition. The helmet must have a chin-strap type retention system and be undamaged, and no alteration must have been made to the construction. Refer to GCR 239 and SSR 351 e) (iv).  
PLEASE NOTE FOR THE 2026 SEASON:  
Chest protectors at all National, Regional and Club events are mandatory.
- j) Scrutineering – Refer GCR 166, 245, 246 and 247. An electric or hard copy self-declaration scrutineering form to be completed by all competitors and handed in / submitted to the race secretary prior to the start of the event. Scrutineering of approximately 10% of competitors will be carried out by appointed officials before, during and after an event. Scrutineering will ensure that competitors conform to their submitted information and to the safety requirements detailed in the Self-Declaration Scrutineering form. Deviances will be noted in a Scrutineering Logbook held by the Organisers / Promoter. Offenders will be dealt with by the Clerk of the Course.
- k) Cameras and Recording Devices – No camera or recording device may be fitted to the crash helmet or anywhere on the body of any competitor. Offenders shall not be permitted to take part in the event until such time as the area of non-compliance is rectified – Refer GCR 124 and SSR 351 i) (ii).

### 329) NUMBERS & BACKGROUND COLOURS

- a) All competitors must have a MSA issued competition number.  
Race numbers from the previous season will be provisionally held until 31 January 2025, for the same class, facet and status, subject to competitors obtaining the 2025 MSA licence and then confirming the race number for the 2025 season with MSA.  
It is the responsibility of the competitor to obtain a competition number from MSA, prior to printing any number stickers for the season.



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

**Motorcycles:**

- 1 – 20 - Will be seeded on overall National Championship classes for Cross Country Motorcycles (Classes that ran full distance in 2025).  
21 – 999 - Will be reserved for Enduro and Cross Country Motorcycle National and Regional licenced competitors.

**Quads:**

- L1 – L999 - Will be reserved for Enduro and Cross Country Motorcycle National and Regional licenced competitors.

**Junior Numbers (50cc / 65cc / Jnr 85cc & Snr 85cc)**

- J21 – J999 - Will be reserved for Enduro and Cross Country Motorcycle National and Regional licenced competitors.

**Club Numbers:**

- C1 – C999 - Will be reserved for Enduro, Cross Country Motorcycle and Cross Country Quad Club licenced competitors (regardless of class)

- c) Competition numbers can only be reserved once a 2025 MSA competition licence has been purchased. Numbers will be allocated on a first come first served basis.

Please kindly complete the link for Race number reservations -

[https://forms.office.com/Pages/ResponsePage.aspx?id=jkGcpFI0N0CI2e1ma9ZvSbKPhD4UCcdAk\\_nigi9aYHoZUMIVYUIEwVIQ1SEYzMEpUMzFSNjJlVTRRWi4u](https://forms.office.com/Pages/ResponsePage.aspx?id=jkGcpFI0N0CI2e1ma9ZvSbKPhD4UCcdAk_nigi9aYHoZUMIVYUIEwVIQ1SEYzMEpUMzFSNjJlVTRRWi4u)

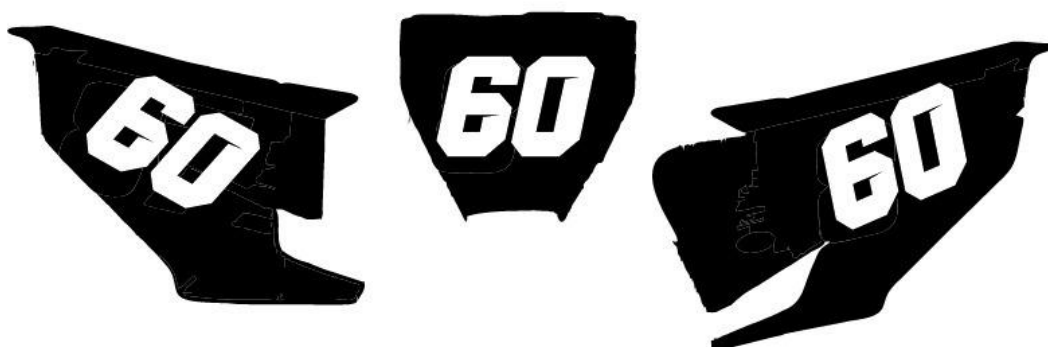
For further information, please contact MSA Head Office on [support@motorsport.co.za](mailto:support@motorsport.co.za) / 011 675 2220.

- d) All motorcycles and quads must bear the MSA allocated competition numbers on the front (facing forward), left- and right-hand side of the motorcycle and on the front (facing forward) and rear (facing backward) of the quad. All National, Regional and Club license holders will be allocated a permanent number to be used throughout the season. These numbers take preference over any other number which might be issued by an Organiser / Promoter, and no Organiser / Promoter has the right to request that any such appropriately issued number be changed.
- e) All competitors competing in Cross Country events must have obtained the appropriate Cross Country Class number.
- f) The following colour coded backgrounds and coloured numbers will be applicable for the relevant classes at all Cross Country events:

MOTORCYCLE CLASS	LICENCE	NUMBER COLOUR	BACKGROUND COLOUR
Class Leaders	Nat	White	Red (per event)
OR3 (200cc)	Nat / Reg	White	Green
OR2	Reg	Black	White
Open	Nat / Reg	White	Black
High School	Nat / Reg	Royal Blue	White
Seniors	Nat / Reg	Red	White
Masters	Nat / Reg	White	Royal Blue
Ladies	<del>Nat</del> / Reg	Black	Pink
Senior 85cc	Nat / Reg	White	Royal Blue
Junior 85cc	Nat / Reg	White	Orange
65cc	Nat / Reg	White	Black
50cc	Reg	Black	White
Club	Club	Black	Yellow

QUAD CLASS	LICENCE	NUMBER COLOUR	BACKGROUND COLOUR
Regional Classes	Reg	White	Black
Junior Quads	Reg	White	Black
Ladies	Reg	Black	Pink
Club	Club	Black	Yellow

- g) NOTE: Competitors with incorrect numbering / colouring will not be permitted to start an event – Refer SSR 351 i) (iii).
- h) As the national Enduro and Cross Country classes are not fully aligned in all instances, it may occur from time to time that a competitor who participates in both forms of the sport may have a race number on his / her motorcycle that does not comply with the colour requirements for the numbers and backgrounds. In such instances, the competitor/s concerned shall be required to display a temporary letter “E” (competitors competing in an Enduro on Cross Country number colours and backgrounds) or a letter “X” (competitors competing in a Cross Country event on Enduro number colours and backgrounds). These letters (“X” & “E”) shall be temporary in nature (duct tape or similar) and shall be displayed in front of the race number.
- i) Number boards and size of numbers (example shown below):  
The required minimum size of number boards is as follows:  
Quads: Front 180 x 180mm, Rear 200 x 200mm  
Motorcycles: Front & Sides 210 x150mm (Width & Height).



- j) Any competitor whose motorcycle / quad cannot comply with the above stated minimum sizes can apply to the Clerk of the Course who will make a decision entirely based on visibility and practicality.
- k) Previous years’ Championship winners may use a Gold number on the relevant class background. Riders / Teams or Sponsors are responsible to provide this backing.

### 330) CLASSIFICATION AND SPECIFICATIONS FOR CROSS COUNTRY MOTORCYCLES

- a) OR3 (200cc) Class:  
Two stroke motorcycles with an engine capacity not exceeding 201cc and four stroke motorcycles with an engine capacity not exceeding 251cc. Wheel size of 21” front and 18” / 19” rear. Open to competitors from the year of their 16<sup>th</sup> birthday and older – Refer SSR 325
- b) Open (OR1 & OR2 combined) Class:  
Any capacity motorcycle may be used. Wheel size of 21” front and 18” / 19” rear.  
Open to competitors from the year of their 17<sup>th</sup> birthday and older – Refer SSR 325

Once a competitor turns 16 years old and would like to compete in this class, a motivation with proof of previous motorsport experience needs to be submitted to [cleo@motorsport.co.za](mailto:cleo@motorsport.co.za) for onward submission to the Cross Country Working Group members for perusal.

PLEASE NOTE FOR THE 2026 SEASON:

Open to competitors from the year of their 18<sup>th</sup> birthday and older

- c) Seniors Class:  
Any capacity motorcycle may be used. Wheel size of 21" front and 18" / 19" rear.  
Open to competitors from the year of their 36<sup>th</sup> birthday and older.
- d) Masters Class:  
Any capacity motorcycle may be used. Wheel size of 21" front and 18" / 19" rear.  
Open to competitors from the year of their 46<sup>th</sup> birthday and older.
- e) High School Class:  
Restricted to motorcycles with an engine capacity not exceeding 125cc 2-stroke. Wheel size of 21" front and 18" / 19" rear.  
Open to competitors from the year of their 13<sup>th</sup> birthday – 18<sup>th</sup> birthday – Refer to SSR 325
- f) **Ladies Class:**  
~~Any capacity motorcycle may be used. Wheel size of 21" front and 18" / 19" rear.~~  
~~Open to competitors from the year of their 14<sup>th</sup> birthday and older.~~  
**PLEASE NOTE FOR THE 2026 SEASON:**  
~~Age and capacity as per National classes~~
- g) Junior National Classes
  - i) 85cc Motorcycles (Senior 85cc and Junior 85cc classes combined):
    - 1) Senior 85cc Motorcycles – The maximum permissible capacity is 85cc 2-stroke or 150cc 4-stroke. (Minimum wheel size 14" rear 17" front, Maximum 16" rear and 19" front). Open to competitors from the year of their 12<sup>th</sup> birthday, to 31<sup>st</sup> December of the year in which their 15<sup>th</sup> birthday occurs.  
Please note that the age for female competitors will be from the year of their 12<sup>th</sup> birthday, to 31 December of the year in which their 16<sup>th</sup> birthday occurs.
    - 2) Junior 85cc Motorcycles – The maximum permissible capacity is 85cc 2-stroke or 125cc 4-stroke air cooled. (Minimum wheel size 14" rear 17" front, Maximum 16" rear and 19" front). Open to competitors from the year of their 8<sup>th</sup> birthday, to 31<sup>st</sup> December of the year in which their 13<sup>th</sup> birthday occurs.  
Please note that the age for female competitors will be from the year of their 8<sup>th</sup> birthday, to 31 December of the year in which their 14<sup>th</sup> birthday occurs.
  - ii) 65cc Motorcycles – The maximum permissible capacity is 65cc 2-stroke or 85cc auto or 110cc 4 stroke (Minimum and maximum wheel size 12" rear 14" front).  
Open to competitors from the year of their 7<sup>th</sup> birthday, to 31<sup>st</sup> December of the year in which their 12<sup>th</sup> birthday occurs.  
Please note that the age for female competitors will be from the year of their 7<sup>th</sup> birthday, to 31 December of the year in which their 13<sup>th</sup> birthday occurs.
- h) 50cc Motorcycles:  
The maximum permissible capacity is 50cc.  
Open to competitors from the year of their 5<sup>th</sup> birthday, to 31<sup>st</sup> December of the year in which their 9<sup>th</sup> birthday occurs.  
Please note that the age for female competitors will be from the year of their 5<sup>th</sup> birthday, to 31 December of the year in which their 10<sup>th</sup> birthday occurs.

- i) Interprovincial Challenge Classes:  
 Open and OR3, ~~Seniors, Masters, High School, Ladies, 85cc and 65cc~~ classes.  
 Classes will conform to the national class regulations per class and score within that class for the specific event. Age and capacity specifications as per SSR 330 will be applied.  
 Time and distance specifications for National classes will apply to Interprovincial Challenge classes at an event. Interprovincial Challenge classes will start after National classes at a Time Trial subject to the discretion of the Clerk of the Course.  
 The Interprovincial Challenge class will not score towards the National Championship points, but will hold their own points table. Points will be allocated as per SSR 322.  
 The average number of starters required is as per SSR 321 b). The Interprovincial Challenge class can be entered on a minimum of a regional license.  
 For event prize giving, the National competitors and Interprovincial Challenge competitors awards will be split.
- j) Club Class/es  
 Engine capacity and age restriction as per above – Refer SSR 325
- k) Social Class:  
 Engine capacity and age restriction as per above – Refer SSR 325

331) CLASSIFICATION AND SPECIFICATION FOR CROSS COUNTRY QUADS

Ages and engine capacity as per Regional and Club Regulations.

332) KTM FREERIDE

The Freeride 250 (although a 2-stroke) shall be considered to be the same as a 200cc 2-stroke or a 250cc 4-stroke for the purposes of the regulations and the Freeride 350 shall be considered to be the same as a 250cc 4-stroke for the purposes of the regulations. It is further confirmed that these motorcycles must be raced in their standard configurations as available to the general public from an official dealer, with the following being the only permitted exceptions:

- The air filter may be changed;
- A slip-on silencer may be fitted;
- Different tyres may be used;
- Gearing may be changed via the use of different sprockets;
- The KTM-approved mapping option may be utilised on the Freeride 350.

333) PRE-RACE PRACTISING

- a) Any competitor who has been found to have walked, ridden (any form of transportation) or practiced on the marked route at any time during the twenty-eight (28) days preceding the event, will be precluded from participation or subsequently excluded – Refer SSR 351 g) (iii) and SSR 351 i) (iv).
- b) The foregoing, however, does not apply to legitimate participation in a MSA sanctioned event, which may have crossed or used roads forming part of the event's course within the last twenty-eight (28) days.
- c) All actions / decisions in this respect will be adjudicated by the Clerk of the Course of the upcoming National event.
- d) Walking the start (first 300 meters or the start maze whichever is furthest) of a Cross Country event is permitted.
- e) Should a competitor be requested to assist with the marking of the route, the penalty will not be enforced, provided this competitor has completed two (2) full days of route assistance, however written permission from the Clerk of the Course and the Organisers / Promoters will need to be submitted to MSA prior to the event.

334) RIDERS BRIEFING

- a) Organisers / Promoters must have a compulsory riders briefing, either in the pit area or virtually via social media or the official online / electronic notice board, and all competitors are required to attend – Refer SSR 351 b) (v).
- b) Any verbal instructions given by the Organisers / Promoters at the briefing will be binding on all competitors.
- c) Organisers / Promoters must supply a PA system for riders briefing, if held in the pit area. Instructions given at riders briefing may not contradict General Competition Rules (GCR's) or Standing Supplementary Regulations (SSR's) but may amend Supplementary Regulations (SR's).
- d) Such amendments to be notified by an official bulletin and posted on the official online / electronic notice board immediately after riders briefing.
- e) Details such as the following, must be mentioned and discussed at riders briefing, at the minimum:
  - i) Distance of route
  - ii) Number of laps per class
  - iii) Number and nature of check / marshal points
  - iv) Time bars
  - v) Route description
  - vi) Number and nature of road crossings
  - vii) Start time and order
  - viii) Affirmation of rules and what officials will be on lookout for on the day
  - ix) Unique circumstances that may affect the race on the day (weather, etc.)
  - x) Any other points that official feel warranted
  - xi) Event sponsors (if any) to be thanked

335) TESTING AREA

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

- a) Testing will be allowed on race day from the commencement of documentation until thirty (30) minutes prior to the start of the race.
- b) Be at least 300m in length in a single direction with a clear return route that does not interfere with the test strip.
- c) Marked as per route markings and with a clear entrance, exit and directional signage.
- d) The jetting strip is for jetting purposes and set up only. It is considered part of the route and any competitor found to be joy-riding, performing "wheelies" or not using the jetting strip specifically for testing purposes may be removed from the strip.
- e) A minimum of helmet and boots must be worn at all times on the jetting strip.
- f) Only competitors or bona-fide crew or mechanics may operate vehicles on the jetting strip. Mechanics must be aware that unless they are competitors they are not covered by the MSA Group Accident Cover for accidents nor by the Organisers / Promoters.

336) PRE-RACE / IMPOUND PADDOCK

- a) Competitors must present their machines and remain in a Pre-Race Paddock / Start Grid, a minimum of thirty (30) minutes prior to the start of the day's Racing Section, in starting order. The Pre-Race Paddock entry will close thirty (30) minutes prior to the start and all machines not in this paddock will start at the back of the field in order of arrival at the Pre-Race Paddock gate. Failing to comply will incur a five (5) minute penalty – Refer SSR 351 b) (iii).
- b) There may be an impound paddock after completion of the day's racing – Refer SSR 351 g) (xxiii). Release from this paddock, if used, will be subject to the discretion of the Clerk of the Course.
- c) Impounds will be provided at the discretion of the Organisers / Promoters and, where circumstances require an impound, a closing and opening time will be published. While Organisers / Promoters must make every attempt to make the impound secure they cannot be held responsible for any damages or losses.
- d) Competitors and / or crew are prohibited from entering the Pre-Race Paddock Area without the Clerk of the Course's permission except when placing a motorcycle / quad in, or removing a motorcycle / quad from, such a facility – Refer SSR 351 g) (xxii).

- e) All GPS units, must accompany that race bike into the impound area, and may not be removed until the bike has been released from the impound area by a race official.
- f) Race officials may remove GPS's whilst in impound for the purposes of downloading the race data on the GPS units in question. In such instances, the onus will be on the competitor to reclaim his / her GPS unit(s) from the race officials once the download is complete, and only after the impound area has been officially opened.
- g) Organisers / Promoters are required to institute a functional system of recording and naming ownership of impounded GPS's.

### 337) ROUTE

- a) All National Championship events will:
  - i) Cross Country Events: An ideal course will be set in a closed environment, on agricultural, timber or sugar cane farmlands or bush and veld areas, utilising cane breaks, little used farm roads and contour roads and tracks as well as paths through timber plantations, and venturing into rougher territory, such as river crossings. A course should ideally consist of two (2) to three (3) different racing loops, each between thirty five (35) and fifty (50) kilometers longer loops of one hundred (100) and two hundred (200) kilometers, depending on difficulty or terrain available. The course should provide a test of skill with reasonable intervals with speed sections. These will be defined as Loop A, Loop B and Loop C. The minimum time raced should be 4 hours of race time by the leader, including all race sections. The leading time will be cut off between 3 hours and 3 hours 45 minutes of racing at the discretion of the Clerk of the Course. 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.
  - ii) Cross Country Double Header Events: Two (2) days of racing will be considered to be two (2) individual events. Each event should meet the minimum requirements of four (4) hours of racing in total for the leader as per the single event regulations.
  - iii) Motorcycles and Quads will start on separate times as stipulated in the Supplementary Regulations (SR's):
    - Racing Section 1 (Time Trial – only applicable to National Classes, except for the Junior National classes) which will generally be between 30 - 50 kilometers in length (subject to terrain) depending on which loop is used.
    - Racing Section 2 (Main Race – All classes) will generally be time based with a minimum of four (4) hours of racing and a maximum of six (6) hours of racing, based on the leading motorcycle – Two (2) to three (3) different racing loops, each between thirty five (35) and fifty (50) kilometres longer loops of hundred (100) and two hundred (200) kilometres, depending on difficulty or terrain available.
    - The following National Motorcycle Classes will do full distance: Open, OR3, Seniors and High School.
    - The following National Motorcycle Classes will do approximately three (3) hours of race time: Masters & Ladies
    - The National Junior Classes will do one of the loops and will be time based of two (2) hours on a course of between 14 – 30km.
- b) For all events, event Organisers / Promoters will, via the Supplementary Regulations (SR's) for their events, advise competitors of the intended route layout and estimated average speed for the leaders.
- c) The route should be planned in such a way that the average speed of the leader will be suitable to the event and be dependent on the terrain.
- d) No motor vehicles will compete in the same race together with quads and motorcycles in multiple lap-type events, unless on completely separate and different routes with no common sections.
- e) For events which comprise only one (1) lap exceeding 200km in length, MSA may permit motor vehicles to utilise the same route as motorcycles and / or quads, subject to the following:
  - i) The Organisers / Promoters shall satisfy MSA regarding the measures that will be put in place to ensure that a reasonable level of safety is maintained.
  - ii) Such measures shall take into account which race vehicles are likely to be quickest depending on the terrain to be used and shall include provision for both sufficient gaps in

the starting order and interim time bars (which must be strictly enforced) along the route to prevent as far as possible motor vehicles becoming mixed up with motorcycles and / or quads during racing.

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

### 338) STARTING ORDER

- a) Racing Section 1 (Time Trial) is compulsory for ALL National Classes, except for the Junior National Classes. Time Trial is compulsory for all National Cross Country Mcycle events.
  - i) Time Trial race start time for each competitor will be as published by the Organisers / Promoters in the start order document.
  - ii) Race end time will be the final control flying finish time of each competitor. The elapsed times, including penalties, will be classified from shortest to longest. This will determine the start order for the main race.
  - iii) Protests received disputing the results of the Time Trial will be heard by the Stewards of the Meeting, and their decision will be final.
  - iv) Any competitor not completing the time trial will be started after the slowest National competitor in class according to time trial results.
  - v) Time bar for finishing Racing Section 1 will be two (2) hours from the close of the Racing Section 1-time window. Competitors who did not finish Racing Section 1 will be allowed to start Racing Section 2.
  - vi) NO recoveries will be allowed between Racing Section 1 and the commencement of Racing Section 2 when these happen on the same day.
  - vii) Classes not competing in Racing Section 1 will start in championship order (Regional and then Club championships).
  - viii) Starting order for the Interprovincial Challenge class/es will be determined by the Organisers / Promoters in consultation with the Clerk of the Course.
  - ix) Time trial will be on a first come first serve basis on the Friday afternoon between 12:00 – 16:00 prior to the main race on the Saturday.
- b) Racing Section 2:
  - i) National Motorcycle competitors shall be started separately and according to times attained in Racing Section 1.
  - ii) National competitors who have completed Racing Section 1 within ten (10) minutes of the leader shall be started in the time elapsed behind the leader. Competitors achieving identical times will be started abreast at exactly the same time.
  - iii) Competitors finishing Racing Section 1, more than fifteen (15) minutes after the overall leader competitor must be started in the remaining finishing order with dust gaps, determined by the Clerk of the Course based on the prevailing conditions.
  - iv) All National competitors race time will start when the leading motorcycle departs on Racing Section 2.
  - v) Junior National Competitors will be started in batches of two (2) as per the previous race results or championship standings. Should there be no standing or results to go by, the starting order for Junior National Competitors is at the discretion of the Clerk of the Course.
- c) Day 2 of a double header for bike competitors will be started with 30 second dust gaps according to the results of Day 1 or on the results from Racing Section 1. Dust gaps to be determined by the Clerk of the Course based on the prevailing conditions. Where time allows, a new time trial or Racing Section 1 on Day 2 can be done at the discretion of the Clerk of the Course.
- d) If the environment determines it necessary for safety reasons the Organisers / Promoters are entitled to start competitors on dust gaps and disregard the elapsed time from Day 1 to calculate the results.
- e) If a competitor is excluded from Racing Section 1 (the time trial) or Racing Section 2 it stands to reason that he / she has been excluded from that event and therefore can start Day 2 in the case of a double header.

339) ROUTE MARKING

Route marking must adhere to the following minimum standards:

- a) All route marking must be done with red or orange “Day-Glo” markers or red spray-painted arrows or non-directional “Day-Glo” paint spots.
- b) One (1) colour must be used for the entire event unless exceptional circumstances dictate otherwise.
- c) Each marker must present a “face” of approximately 100mm x 100mm to competitors.
- d) Confirmation marking must only be placed on the left-hand side of the track except where a turn is indicated where the following will apply:
  - i) Track turning to the left – two (2) markers one above one another, with a gap not exceeding 10cm, will be placed on the left-hand side of the track 100m before the left-hand turn, or a visible directional arrow may be placed. Another double marker or arrow will be placed within 10m of the turn. This must be followed by a single confirmation marker on the left-hand side of the track within sight of the intersection. Turning inside any of these double markers by any distance will be deemed as a deviation and penalised – Refer SSR 351 e) (iii).
  - ii) Track turning to the right – As above, except that the double markers or arrows must be placed on the right-hand side of the track the same distances before the turn.
  - iii) Track turning with a sharp U-turn – In addition to the marking required above a second set of double markers must be placed on the turn itself i.e. there should be four (4) 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.

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

A) No racing on public roads is allowed at any event, irrespective of the event’s status – Refer to GCR 243. Racing on public roads is illegal and any Organiser / Promoter that orchestrates an event that makes use of public roads without adherence to all the terms of this Standing Supplementary Regulation (SSR) will be subject to the severest sanction by MSA. The balance of this Standing Supplementary Regulation (SSR) will



be rigidly enforced at all levels of racing. Where written permissions are requested they will in all respects comply with section 317 of the road traffic regulations which are stated hereunder:

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

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

**B) Where the Route of an Event:**

- a) **Runs along a Public Road:**
  - i) A written application for closure must be lodged with the relevant authorities. Such application is to disclose the nature and extent of the closure, that unlicensed vehicles will traverse such roads and the times of the closures. APPLICATION MUST BE IN FULL COMPLIANCE WITH THE ROAD TRAFFIC ACT AND REGULATIONS.
  - ii) That road must be closed with the appropriate written permission from the relevant authorities and manned by police officials and race marshals or as directed by the authority granting closure permission.
  - iii) Where the route crosses a road or railway line, a danger board with a black exclamation within a red triangle is placed 100m before the road or rail crossing, followed by a board with a black cross on a white background erected 50m before the road or railway line. Two (2) stop signs are erected at the edge of the road or railway line and must be visible to competitors allowing sufficient space to stop. If a marshal is present at the road or railway crossing, an “M” sign will be placed 50m before such road or railway crossing. It is compulsory to stop at this intersection. Competitors must ascertain whether it is safe to cross the road or railway line before proceeding – Refer SSR 351 e) (vii). All competitors must come to a complete standstill at the stop signs, the definition being that even if the wheels are no longer turning but the motorcycle or quad is still sliding this will not constitute stopping – Refer SSR 351 e) (i. 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 – Refer SSR 351 e) (ix). Competitors ignoring a stop, road or rail crossing and not ensuring that it is safe to cross will be penalised – Refer SSR 351 e) (viii).

- iv) The road must be decontrolled and competitors given time allowances that will allow them to complete the section comfortably whilst obeying all normal traffic rules.
- v) Competitors must be stopped by race marshals at the beginning of the decontrol and advised verbally as well as by means of clearly visible boards that they are about to proceed on a public road. Decontrols will be run in accordance with SSR 342 f)
- vi) Competitors must be stopped by race marshals at the end of the decontrol and advised verbally as well as by means of clearly visible boards that the decontrol has ended.
- vii) Maps and written advice concerning the use of public roads must be posted at least on the official online / electronic notice board at all times during the event and preferably in any programme or route map of the event.
- viii) Competitors must be fully briefed on the number, distance and frequency of decontrolled public road sections at riders briefing.
- ix) No Organiser / Promoter or any official may orchestrate events which traverse public roads without closure, permissions, decontrols, notices, briefings or marshals or compliance with granted permission from the authority.
- x) Notwithstanding anything contained within any other regulation or rule, no racing on public roads is allowed or permitted irrespective of the status of the event. No organising club, promoter, official or competitor may orchestrate, organise or participate in any event where public roads will be travelled upon, traversed or crossed without having sought and obtained the appropriate written permissions as required in the Road Traffic Act 93/1996. Furthermore, if and when competition vehicles are required to travel on, traverse or cross any public road, such public road must be decontrolled and all the relevant provisions of the National Road Traffic Act must be fully complied with. Organisers / Promoter and promoters must ensure that sufficient officials are in attendance to both monitor and control the conduct of competitors on public roads. The penalty applicable to any Organiser / Promoter, Club or competitor who fails to comply with either the provisions of the Road Traffic Act insofar as the requisite permissions required are concerned or for a breach of the Road Traffic Act, will be the imposition of a fine in the amount of R10,000 and / or any other sanction deemed appropriate by MSA – Refer SSR 351 h) (iv).

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

- i) Appropriate written permissions must be obtained from the relevant authority and Organisers / Promoters must comply with the conditions of permissions granted.
- ii) 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 Two (2) stop signs are erected at the edge of the road or railway line and must be visible to competitors allowing sufficient space to stop. If a marshal is present at the road or railway crossing, an “M” sign will be placed 50m before such road or railway crossing. It is compulsory to stop at this intersection. Competitors must ascertain whether it is safe to cross the road or railway line before proceeding – Refer SSR 351 e) (vii). All competitors must come to a complete standstill. Sliding a motorcycle or quad with wheels that are no longer turning does not constitute stopping. 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 – Refer SSR 351 e) (ix). Competitors ignoring a stop, road or rail crossing and not ensuring that it is safe to cross will be penalised – Refer SSR 351 e) (viii).

- iii) Competent marshals must be posted at such road crossings and must be in possession of a writing pad, pen or pencil to record the competition numbers of offenders.
  - iv) 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.
  - v) 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.
  - vi) Competitors ignoring a stop, road or railway crossing and not ensuring that it is safe to cross will be penalised – Refer SSR 351 e) (viii).
- c) Any other Road or Railway Crossings:  
All provisions of SSR 341 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 thirty (30) minutes for failure to comply. No reason for not stopping will be considered valid. The onus is on every competitor to ensure that he / she stops regardless of any instruction given by any traffic officer, marshal, official or spectator – Refer SSR 351 e) (viii).

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

#### 342) ROUTE CONTROLS

- a) Timing Controls:
  - i) These will be identified by Stop boards and competitors will be required to stop at them. Timing will be done with timing equipment and on official digital clocks and the competitor's time of arrival will be recorded by the official on a sequence sheet.
  - ii) A definitive finish line must be indicated. Where there is an overhead banner or arch, it will be deemed to be directly under this – Refer GCR 272 (v).
  - iii) Early departure from controls (jump starts) will carry a five (5) minute penalty – Refer SSR 351 b) (i).
- b) Route Check Controls:

There should be at least one (1) route check control per lap of the route. The method of operation of these controls will be as follows:

  - i) The same procedure as detailed in clause a) above will be followed, save for the electronic timing.
  - ii) The recording of time and sequence will only be used to determine whether the competitor has passed through Race Control in the correct sequence – Refer SSR 351 f) (i) and SSR 351 g) (ii).
  - iii) Competitors must obtain their proof of passage through this control from the relevant officials.

- c) Marshal Points:  
Competitors sequence will be recorded through these points, but route cards or helmet stickers will not be marked. Accordingly, competitors will not be required to stop at these points.
- d) Passage through and procedure at Controls:
  - i) Competitors must approach and pass through all controls from and in the direction indicated by the route and route marking.
  - ii) The controlled area at all controls will be determined by signal boards. The first board (M or 50m stop) will delimit the start of the control area.
  - iii) The second board will be a stop board where the competitor will be required to stop and will delimit the end of the control area.
  - iv) No overtaking is permitted within the controlled area. When a competitor is stopped at a control official and another competitor approaches, the second competitor may not pull up alongside the stationary competitor, but should wait for the official to complete all formalities with the first competitor – Refer SSR 351 g) (xvii).
  - v) No waiting time will be allowed.
  - vi) Above excludes the pit lane.
- e) Sequence through Controls:
  - i) Competitors are to note that their sequence and time through Race Control will be recorded by officials on sequence sheets.
  - ii) 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 – Refer SSR 351 e) (vi)
- 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:

  - i) A minimum of ten (10) minutes at the pits at approximately 50% race duration.
  - ii) Minimum of two (2) safety marshals will be required on site.
  - iii) Organisers / Promoters will maintain sequence and time sheets at the start and finish of the decontrol to confirm entry and exit order.
  - iv) Large display digital clocks are compulsory at the entry as well as the exit of decontrols.
  - v) Organisers / Promoters will provide competitors with a sticker reflecting the exit time at these decontrol points. Retention of these stickers is the responsibility of the competitor and any competitor endeavoring to exit the decontrol without such sticker will have to return to the decontrol marshal to obtain a replacement sticker with the same original time on it. Any delay in obtaining this will be to the detriment of the competitor.
  - vi) A fifteen (15) minute penalty will be applied for a competitor leaving the decontrol early as well as the time that he gained by starting early – Refer SSR 351 d) (ii).

#### 343) SERVICE CREWS / OUTSIDE ASSISTANCE

- a) Service crews and / or service vehicles are not permitted on the racing route – Refer SSR 351 g) (iv).
- b) Service crews may not establish “spares depots”, or leave spares, tyres, fuel, lubricants, etc. at any point other than the DSPs, whether on the racing route or accessible from the racing route. Furthermore, so called ‘ghost riders’ as entered by teams having 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:
  - i) By an official (listed in the Supplementary Regulations (SR’s) and / or Final Instructions as being authorised to assist competitors) on the event. If a competitor is assisted by an

official as listed in the Supplementary Regulations (SR's) the competitor must remain co-responsible to adhere to the Standing Supplementary Regulations (SSR's) and Supplementary Regulations (SR's). Any breach thereof, regardless of the role played therein by an official shall result in action being taken against the competitor concerned, unless the competitor can prove that he / she was unable to persuade the official to act within the rules.

- ii) Assistance by an official is limited to helping around or over obstacles, etc. which assistance must be offered to all competitors. However, this precludes the providing of spares or parts for a motorcycle or quad or the towing of a motorcycle or quad by an official.
- iii) By another competitor who is still actively racing and is eligible to be classified as a finisher.
- iv) Competitors who have retired or crossed the finishing line may not render assistance – Refer SSR 351 g) (vi).
- v) Outside assistance from any other source is prohibited – Refer SSR 351 g) (iv).
- vi) No assistance by service crews will be allowed at unassisted re-fuel points which are not DSP's.

#### 344) REFUEL

- a) The engine of a motorcycle or quad must be switched off and the competitor must dismount the motorcycle or quad while it is being refueled – Refer SSR 351 g) viii).
- b) No competitor or service crew member may smoke within five (5) metres of a motorcycle / quad being refuelled – Refer SSR 351 g) (ix).
- c) All service crews must carry a fire extinguisher suitable for liquid fuels, per competitor or team to be serviced, with a minimum capacity of 2,5kg ~~or an equivalent Fire Stryker~~, to be located approximately five (5) meters from the vehicle being refuelled or the refuelling rig – Refer SSR 351 f) (ii).
- d) The use of an environmental mat, which must be a minimum size of ½m X ½m which may not allow fuel to seep through, is mandatory and the vehicle must be on the environmental mat, not next to it, when refuelling and servicing is affected. At unassisted refuel points, the Organisers / Promoters are to supply adequate mats – Refer SSR 351 d) (i)
- e) Reserved
- 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. Outside refuel points must always be unassisted. 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. Appendix 3 - Fuel Storage & Safety: Article 1.2 of the MSA Environmental Code refers. Failure to comply with this requirement will result in a fine as detailed in SSR 351 h) (ii).

#### 345) 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 will be compulsory at all 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 as per SSR 345 g).
- 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 – Refer SSR 351 e) (v). NOTE: This could be increased to exclusion, should further investigation by the Clerk of Course find that the competitor has irregular or unrealistic race times – Refer SSR 351 e) (v), SSR 351 e) (vi), SSR 351 g) (xii) and SSR 351 g) (xiii).
- 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:
  - i) Must be Garmin technology.
  - ii) Must be able to load custom maps onto a SD or Proprietary Garmin Data Card, SD, Micro SD and Garmin Data.
  - iii) Must be able to record track logs with a minimum of ten thousand (10 000) points or more.
  - iv) Must be IPX7 rated (can handle wetness but not submersion).
  - v) Ideally should take an external antenna which should be mounted on the top of the motorcycle with the cabling safely routed and protected. Units which do not have an external antenna capability should be mounted as much into the open as possible in order to obtain the best possible satellite coverage.
  - vi) Power to any unit should be direct via Dual Fuses (positive and negative lines) from the battery.
  - vii) The GPS device must be cleared of all tracks before reporting to the GPS download officials.

#### 346) COMPETITOR CONDUCT

- a) Medical Boards:  
Medical Boards must be carried by motorcycle / quad competitors with the competitor's name printed on it using a permanent marker pen. The medical board must have a red cross on one side and a green OK sign on the reverse. The size is to be 300mm x 300mm.
- b) Use of medical warning board and accident scene procedure:
  - i) Should any competitor stop due to being involved in an accident whilst on the route being used for an event, the medical warning board must be displayed in such a manner that the Red Cross is clearly visible to oncoming competitors, preferably at eye level.
  - ii) Care must be taken to ensure that the correct side of the board is displayed to oncoming competitors. While the warning board is displayed in such a manner, the first competitor arriving on the scene of the accident must stop and render assistance.
  - iii) Should a competitor arrive at the scene of an accident where no medical board is displayed, it must be assumed that the injuries are of such a nature that the competitor/s concerned are seriously injured or unable to display the medical warning board. Assistance must immediately be rendered.
  - iv) Should further assistance from other competitors be required, the competitors of the motorcycle / quad rendering the initial assistance must display their medical warning board with the Red Cross clearly visible to oncoming competitors. Should no further assistance be required, the green "OK" will be displayed. Following an accident where no injuries are involved and no assistance is required, the green "OK" must be clearly displayed to oncoming competitors.
- c) Penalties:
  - i) Competitors who fail to stop on arriving at the scene of an accident where no medical warning board is displayed or where a cross is displayed, are guilty of contravening the regulations and may be excluded from the results and / or reported to the Stewards of the Meeting for further disciplinary action – Refer SSR 351 g) (xxx).
  - ii) Competitors who are not injured and who, following an accident, fail to display the green "OK", will be subject to disciplinary action instituted by the Clerk of the Course through the Stewards of the Meeting, who in turn may recommend to MSA that further action be taken against the offenders.

- iii) Misuse of the medical warning board will be treated as a serious offence and will be dealt with as such.
- d) Compensation for competitors rendering medical assistance:
  - i) Competitors who render “bona fide” assistance in complying with the foregoing instructions relating to the use of the medical warning board, will not suffer prejudice as a result of their actions. However, the onus will be on the competitors concerned to prove that bona fide assistance was rendered. Substantiation in this regard would normally be required from the accident victims, fellow competitors, GPS data and officials. Once proven, the Clerk of the Course will then review the competitor’s performance before and after the accident and may allocate him a corrected time for that section, depending on the circumstances and the GPS reading. Compensation may only be afforded when rendering medical assistance. Competitors may not claim compensation for rendering any other type of assistance. Compensation requests are to be made on the prescribed form and should be presented at documentation within thirty (30) minutes of the competitor finishing. Competitors must make use of GPS’s to record exact time and place of assistance rendered.
  - ii) NOTE: Competitors failing to comply with the above procedure will not be afforded compensation. Similarly, multiple or unduly lengthy claims for attention to an accident victim that are obviously in excess of the attention required will similarly be disregarded. The onus is on the competitor to prove the time claimed – Refer SSR 351 a) (ii).
- e) Procedure:
  - i) In the event that a competitor arrives at the scene of an accident first, he / she is compelled to stop and render assistance to any injured competitor. Unconscious competitors may not be moved in the absence of medical personnel.
  - ii) Upon the arrival of a second competitor at an accident scene where injuries have been sustained, the second competitor must stop. The first competitor should then leave unless he opts to stay and allow the second competitor to continue. When the third competitor arrives he is obliged to stop and the first or second competitor may then leave unless they opt to stay and so the system will continue. Should the nature of the accident necessitate that more than one competitor stop and stay at the scene, evidence will need to be obtained from the medics in support of competitors claims.
  - iii) GPS devices must be used to record accurate times of arrival and departure once medical assistance arrives.
  - iv) GPS location must be reported to establish the co-ordinates of the location of the accident.
  - v) Proceed along the race route to the next marshal point and accurately report the information to that marshal.
  - vi) At the time of reporting to the marshal any time taken which may need to be compensated, together with the names / competition numbers of any other competitors and service crews rendering assistance and remaining with the injured competitor must be relayed to the marshal for verification purposes.
- f) Route:
  - i) The route may traverse cultivated and grazing land (veld) and competitors are to stay on the route and away from vegetation. Competitors found not doing so will be excluded from the event and reported to MSA for further disciplinary action.
  - ii) In many places the route may be narrow and dust may be a problem. Competitors should therefore ensure that they afford another competitor who has caught up with them every opportunity to overtake, in the interests of fairness and safety.
  - iii) Competitors to be overtaken must move over to allow other competitors to overtake safely. Competitors failing to adhere to the above may be reported to the Clerk of the Course who will take appropriate action.
  - iv) Competitors and crews are to be considerate to the landowners when retrieving stranded racing motorcycles / quads from the route and to ensure that damage to cultivated and

grazing lands is avoided when retrieving the motorcycle / quad. Failure to comply will result in disciplinary action being taken against the competitor concerned.

- g) Pits / Designated Service Points (“DSPs”) and Refuels:
  - i) Competitors are allowed to proceed at idling speed only, maximum thirty (30) km/h and without recklessness, through any pit or DSP – Refer SSR 351 b) (ii).
  - ii) Competitors will be compelled to stop for servicing at a DSP on the extreme side of the pit lane. Competitors not adhering to this ruling will be penalised accordingly.
  - iii) Competitors may overtake in pit lane, provided they adhere to point i) above.
  - iv) No live pits for National Championships, however, events at club and regional level may have live pits at their discretion.
- h) Responsibility of Competitors – Refer GCR 172 and SSR 351 g (xxiv)
  - i) Each competitor is responsible for the behaviour and conduct of every person associated with him / her at a race. This includes the pit and surrounding area, spectator points and prize-giving venue. In particular, anyone other than an entered and licensed competitor (including children, friends, pets etc. associated with a competitor) or his / her bona-fide service crew or mechanics found riding a quad, motorcycle, scooter or pit bike in or near any of these areas will cause any linked competitor/s to be excluded – Refer SSR 351 c) (i) and SSR 351 g) (xxviii).
  - ii) Consumption of alcohol by anybody is PROHIBITED in DSP areas except at designated “bar” areas – Refer SSR 351 g) (xxix).
  - iii) For the entire duration of an event no competitor or his / her service crew, family or friends may drive or ride any vehicle on any public road in any way that endangers themselves or any member of the public or in any way transgresses any law applicable – Refer SSR 351 g (xix)
  - iv) No competitor, service crew, family or friends may ride a motorcycle and / or quad on the event premises - before, during or after an event - without a helmet – Refer SSR 351 d) (iii).

#### 347) EVENT EVALUATION FORMS

- a) All competitors are required to hand in an Event Evaluation Report Form, on which competitors must clearly mark their completion of or retirement from the event. These forms must be handed in within one (1) hour of the competitor finishing or retiring from the event.
- b) Any competitor that is involved in or witnesses an incident that requires attention by the officials, is required to lodge details of the incident in writing to the Clerk of the Course within thirty (30) minutes of completing or retiring from the event – Refer SSR 351 g) (xxi).

#### 348) TIMEKEEPING AND RESULTS

- a) Reserved.
- b) Organisers / Promoters must provide a suitable area for time keepers which will be a restricted area and must provide adequate protection from inclement weather conditions.
- c) Timekeeping equipment must be handled under the supervision of an official licenced timekeeper.
- d) Provisional results should be posted as soon as possible, however the intended posting time of provisional results will be published in the Supplementary Regulations (SR’s).
- e) Timekeepers will be fined Two Thousand Five Hundred Rand (R2, 500) per hour for results that are late (maximum fine limit is Seven Thousand Five Hundred Rand (R7,500). Provisional results will only become final once they have been signed off by the Clerk of the Course in accordance with the stipulated time as published in the supplementary regulations – Refer SSR 351 h) (iii).
- f) Every timekeeper for an event needs to be licensed by MSA (without exception).

#### 349) TRANSPARENCY

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



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

- a)
- i) Full compliance with all Standing Supplementary Regulations (SSR's) and General Competition Rules (GCR's) insofar as organisation and running of the race.
  - ii) Fifteen Thousand Rand (R15 000) fine to any club / Promoter / Organiser who is allocated a National event but does not stage the race, save only for circumstances due to force majeure. This fine will be forwarded to the Organisers / Promoters of the replacement event or used at the MSA Cross Country Motorcycle Working Groups discretion should a replacement event not be found – Refer SSR 351 h) (v).
  - iii) Draft regulations to be submitted to MSA by the Organisers / Promoters at least eight (8) weeks prior to the event and, having been approved, must go out to prospective entrants at least six (6) weeks prior to the event.
  - iv) In the event that an online entry system is used, competitors may be required to sign an entry form.
  - v) Clubs to use prescribed standardised Supplementary Regulations (SR's), entry forms, self-scrutineering forms, medical forms, event evaluation report forms and any other MSA forms.
  - vi) Competent trained marshals and officials, only licensed and MSA Cross Country Motorcycle Working Group approved timekeeper/s and A-grade Clerks of the Course and MSA Stewards.
  - vii) All fees for officials, staff, service providers, etc. will be paid by the Organisers / Promoters.
  - viii) Adequate and clean toilets to be available at documentation start / finish, DSPs and prize giving venue.
  - ix) Comply with all requirements and by-laws of the Safety at Sport and Recreation Act 2 of 2010 – Refer to GCR 78.
- b) The following services / facilities must be provided by the Organisers / Promoters:
- i) Each National event shall be required to be pre-run and proposed deemed safe and in line with the purpose of the National Championship by the appointed Route Director. This pre-run must be done at the latest on the day prior to the Time-Trial after all route marking has been completed.
  - ii) A comprehensive report is to be written and read at riders briefing as well as posted on the official online / electronic notice board before documentation starts. This report will contain information on route marking, safety marking, accuracy of published distances including the Route Directors opinion on achievability of lap times for the National Pro riders.
  - iii) In an event where there is more than one (1) loop and these loops are to be run in a sequence, Organisers / Promoters are required to have stickers made for competitors, showing the correct sequence of loops and to indicate this at the riders briefing. The onus is, however, entirely on the competitor to follow the correct sequence and to get clarity in their minds beforehand – Refer SSR 351 g) (xv).
  - iv) All documents required to constitute a Programme for the event (Refer GCR 90) must be posted on the official online / electronic notice board.
  - v) A website which must give the following information:
    - Supplementary Regulations (SR's)
    - Official Bulletins
    - Entry List (regularly updated)
    - On-line Entry system
    - Accommodation Details
    - Results (latest Monday after the event, but preferably on a daily basis)
  - vi) Main start / finish DSP areas at National events must have catering facilities.
  - vii) Provisional and final results are to be uploaded on the official online / electronic notice board within the specified time requirements to ensure that any queries can be resolved efficiently.

- A suitable private venue needs to be set aside for the hearing of protests, with secretarial services such as computers, printers and copiers to be provided at this venue.
- viii) Trophies must be of a high standard befitting the status of a national event. Finishers Badges should be metal or glass of high quality and should preferably state the name of the event and the month and year. Cloth badges or trinkets are not acceptable.
- ix) A suitable P.A. system must be supplied both for briefings (if held in the pit area) and prize giving. The MC who will be coordinating the prize giving must be instructed to mention all award winners, sponsors and make of motorcycles / quads.
- x) An appropriate, photo opportunity, podium must be erected adjacent to the finish line, where the first three (3) overall finishers must proceed to at a pre-determined time.

### 351) PENALTIES

The following penalties will be applied by the Clerk of the Course, and where such penalties are applied it will not be necessary to hold a hearing with competitors in terms of GCR 175.

Penalties incurred will be added at the end of that day's racing results.

- a) Time:
  - i) Should a competitor arrive at the start or re-start of any Racing Section after his / her due start time, he / she will be started at a time determined by the start official so as not to disadvantage any other competitor;
  - ii) He / she will not receive any time allowance for the time that he / she is late for his / her start or the time that he / she is kept waiting by the start official – Refer SSR 346 d) (ii).
- b) Five Minutes:
  - i) For jumping the start (In addition to his / her actual start time – Refer to GCR 261 and SSR 342 a) (iii);
  - ii) For excessive speed, reckless or dangerous riding in a pit or refuel area. Organisers / Promoters will post a minimum of one (1) pit marshal at each DSP / refuel, such marshal to be a judge of fact – Refer SSR 346 g) (i);
  - iii) Late into Pre race / Impound paddock / start grid line up – Refer SSR 336 a);
  - iv) For not having a dead man kill switch attached to the competitor at all times whilst operating a quad or for not having a yellow taillight – Refer SSR 328 b) (ii);
  - v) For non-attendance of the riders briefing – Refer SSR 334 (a).
- c) Ten Minutes:
  - i) Competitor conduct and responsibility. Each competitor is responsible for the behaviour and conduct of every person associated with him / her at the race – Refer SSR 346 h) (i);
  - ii) Reserved
  - iii) Reserved
- d) Fifteen Minutes:
  - i) For failing to refuel on an environmental mat – Refer to SSR 344 d);
  - ii) For leaving a decontrol ahead of time – Refer SSR 342 f) vi);
  - iii) Riding a motorcycle and / or quad on the event premises without a helmet – Refer SSR 346 h) (iv).
- e) Thirty Minutes:
  - i) All competitors must come to a complete standstill at the stop **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 – Refer SSR **340 B 5-a) (iii) b)-(iv)**.
  - ii) Reserved
  - iii) Deviating off the route i.e., turning inside double markers, turning inside marking stakes or bunting, being further than five (5) metres away from a single marker. (1st offence) Refer SSR 339 d) (i);

- iv) Failure to wear a helmet or protective clothing whilst racing – Refer SSR 328 i);
  - v) Competitors unable to submit a GPS or competitors who submit a faulty or inoperable GPS – a minimum 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 times – Refer SSR 345 e);
  - vi) If the sequence sheets show that a competitor has passed through controls in an unrealistic time, a thirty (30) minute penalty plus any time advantage gained shall be applied by the Clerk of Course – Refer SSR 342 e) (ii).  
NOTE: This could be increased to exclusion, should further investigation by the Clerk of Course find that the competitor deliberately deviated from the route – Refer SSR 345 e).
  - vii) For not first ensuring that it was safe to cross a road crossing before pulling off from a stop control – Refer SSR 340 **5 B a) (iii) and SSR 5 340 B b) (ii)**
  - viii) For ignoring a stop at any road or railway crossing – Refer SSR 340 **5 B a) (iii), 5 340 B b) (ii), 5 b) (viii) and 5 d);**
  - ix) For not ensuring at least one foot is on the ground when the competitor comes to a standstill – Refer SSR 340 **5 B a) (iii) and 340 5 B b) (ii).**
- f) Sixty Minutes:
- i) For missing a marshal point or route control – Refer SSR 342 b) (ii);
  - ii) For failure to have a suitable fire extinguisher in pits or an extinguisher overdue date for service / refill – Refer SSR 344 c).
- g) Exclusion:
- Exclusion can only be implemented at the end of the rider's event. Competitors may not be stopped whilst racing.
- i) Deviating off the route (2nd offence)
  - ii) For missing more than one (1) marshal point or route control point – Refer SSR 342 b) (ii);
  - iii) For being found to have practiced on the route within twenty-eight (28) days prior to the event – Refer SSR 333 (a);
  - iv) For contravening the Service Crew / Outside Assistance rule – Refer SSR 343 a) & 343 d) (v);
  - v) For opposing the flow of traffic or failing to re-join the route at the point of leaving – Refer SSR 341 a) & c);
  - vi) Being accompanied by a competitor who has retired from the race or non-competitor – Refer SSR 343 d) (iv);
  - vii) For finishing the event with a different frame or change number to that fitted to the motorcycle / quad as stated on the entry and self-scrutineering forms – Refer to SSR 328 (j);
  - viii) Failing to switch off the motor whilst refuelling, or failing to dismount from their motorcycle / quad whilst refuelling – Refer SSR 344;
  - ix) Any service crew found smoking within 5m of any vehicle being refuelled – Refer SSR 344 b);
  - x) For failing to carry out a legitimate instruction from an official;
  - xi) For carrying fuel, other than in the tank or container permanently attached to machine;
  - xii) For failing to hand in a GPS for route download when so requested – Refer SSR 345 e);
  - xiii) Unrealistic race times – Refer SSR 345 e);
  - xiv) For racing on a motorcycle / quad that exceeds the cubic capacity of the class – Refer to GCR 176. Please note - Suspension can also be applied for this offence;
  - xv) Failure to follow the correct sequence in an event where there is more than one (1) loop and these loops are to be run in a sequence – Refer SSR 350 b) (iii);
  - xvi) For any false declaration on the self-scrutineering form – Refer to SSR 328 (j);
  - xvii) Overtaking within a demarcated area leading up to a control point, unless a competitor is experiencing obvious technical problems, or pulling up alongside a stationary

- competitor at a control unless instructed to do so by the control official – Refer SSR 342 d) (iv);
- xviii) Reserved
  - xix) Riding, or allowing any other person to ride a competitor's motorcycle / quad, dangerously or without due consideration for others at the venue – Refer SSR 346 h) (iii);
  - xx) Contravening any traffic rules or regulations – Refer SSR 340;
  - xxi) Failure to declare to the Organisers / Promoters any incidents during an event involving any person or property – Refer SSR 347 b);
  - xxii) Failure to place a motorcycle / quad in the Post-Race Impound Paddock on completion of an event – Refer SSR 336 d);
  - xxiii) Competitors and / or crews entering a Holding Area (e.g. Impound Paddock) without the Clerk of the Course's permission except when placing a motorcycle / quad in, or removing a motorcycle / quad from, such a facility – Refer SSR 336 b);
  - xxiv) Behaving in a manner prejudicial to motorsport, bearing in mind that competitors are responsible for the actions of their service crew/s – Refer SSR 346 h);
  - xxv) Reserved;
  - xxvi) Committing any breach of the General Competition Rules, these Standing Supplementary Regulations (SSR's), Supplementary Regulations (SR's), Official Bulletins or Final Instructions for which no specific penalties have been laid down;
  - xxvii) Rider replenishment is forbidden within five (5) metres of any control point, and offenders may incur a penalty up to exclusion;
  - xxviii) Any parent not acting in the best interest of their child racing at an event, will have their child excluded from the results and / or refused permission to continue with the race after such incident and may be banned from competing in future events – Refer SSR 346 h) (i);
  - xxix) For consumption of alcohol in non-designated "bar" areas – Refer SSR 346 h) (ii);
  - xxx) For failure to stop when a medical board is displayed – Refer SSR 346 c) (i);
  - xxxi) Any act that is significantly prejudicial to the environment – Refer SSR 352 f).
- h) Fines
- i) Reserved
  - ii) R1 000.00 – For failure to remove empty fuel containers – Refer SSR 344 g);
  - iii) R2 500.00 – Late delivery of results – Refer SSR 348 e);
  - iv) R10 000.00 – Refer SSR 340 5 B a) (x);
  - v) R15 000.00 – Non-staging of a National event – Refer SSR 350 a) ii).
- i) Not permitted to start
- i) Eligibility of competitors – Refer SSR 325;
  - ii) General Conditions – Refer SSR 328 a) (ix) and k);
  - iii) Numbers and background colours – Refer SSR 329 g);
  - iv) Practicing on marked route twenty-eight (28) days before an event – Refer SSR 333 a).

## 352) ENVIRONMENTAL

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

- a) Environmental mats – compulsory at any refuel point. A motorcycle busy being refuelled HAS to be placed on top of an environmental mat before refuelling can commence, and may only be removed from the environmental mat once refuelling has been completed.
- b) All competitors to have an MSA approved 2.5kg fire extinguisher, located next to the vehicle being refuelled.
- c) The use of tear-offs is banned; only systems that remain attached to the goggles will be allowed.
- d) Discarding of any sachets or any other litter on the ground is strictly forbidden.
- e) Organisers / Promoters are required to issue refuse bags to competitors.
- f) Any act that is prejudicial to the environment by the competitor or his / her crew, will be subject to exclusion by the Clerk of the Course – Refer SSR 351 g) (xxxi).

353) SOCIAL MEDIA CONDUCT

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

354) MARKETING RIGHTS

- a) As per GCR 83, Motorsport South Africa (MSA) is the sole owner of all television, radio, social media content, video cassette, sponsoring, marketing, advertising, merchandising, promotion, licensing and any other rights for all MSA National Championship events.
- b) All the aforementioned rights in connection with National Championship events within the Cross Country Motorcycling facet shall be managed and administered on MSA's behalf by its Cross Country Motorcycle Working Group and may be allocated to specific sponsors according to the MSA Cross Country Motorcycle Working Group sponsorship criteria. As such, none of the rights stipulated in clause 354 a) may be assumed or exploited by any entity or individual attending Cross Country Motorcycle & Quad events without the prior written consent of the MSA Offroad Motorcycle Working Group, so as to ensure no conflict of interest with the MSA Cross Country Motorcycle Working Group's event or series sponsors or breach of the MSA Offroad Motorcycle Working Group sponsorship criteria.
- c) The MSA Cross Country Motorcycle Working Group reserves the right to charge a fee, or offer an alternative commercial arrangement, when granting any consent as envisaged in clause 354 b) above.
- d) Any consent granted by the MSA Cross Country Motorcycle Working Group in accordance with the above shall only be in force and effect when reduced to writing and any such written document shall detail the conditions, if any, under which the consent has been granted.