



JUNIOR MOTORCYCLE AND QUAD OFF ROAD RACING REGULATIONS

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

SSR:

354. RESERVED

355. CLASSIFICATION & TIME BAR

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

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

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

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

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

356. AWARDS

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

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

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

In addition, trophies will be presented to:

Last Finisher

First Club member of the Organising Club

Manufacturers award

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

357. ELIGIBILITY OF COMPETITORS

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

All Entrants and Riders must hold a current junior national competition licence valid for the event.

All national Junior off road competitors must be at least 7 years of age, and be no older than 17 years of age as at 01 January 2013. Also refer to SSR 325 (e).

Balance of SSR – refer SSR325.

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

No competitor may compete in both senior and junior off road championship events. No cross riding is permitted at any level. A junior competitor may only compete in junior events and a senior competitor in senior events. Competitors aged 16/17 as at 01 January 2013 and who will be competing in the National Junior Off Road Championships may, at Regionals & Silver Class in senior events participate with their Junior national license.

For Double Header events; competitors may scrutineer two bikes/quads to be used on separate days.

The following age limits at 1st January 2013, will apply to the various classes:

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

358. NUMBERS & BACKING COLOURS

Numbers will be allocated as follows:

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

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

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

359. CLASSES AND SPECIFICATIONS FOR OFF ROAD MOTORCYCLES & QUAD

- a) Open Motorcycle Championship
The maximum permissible capacity is 200cc 2 stroke / 250cc 4-stroke (minimum wheel size 18" rear 21" front). Chassis, suspension and engine modifications unrestricted
- b) 125cc two stroke Motorcycle Championship
The maximum permissible capacity is 125cc 2- stroke (minimum wheel size 18" rear



- 21" front). Chassis, suspension and engine modifications unrestricted
- c) Senior Motorcycle Championship
The maximum permissible capacity is 105cc 2-stroke or 150cc 4-stroke. Chassis suspension and engine modifications unrestricted. (Minimum wheel size 14" rear 17" front, Maximum 16" rear and 19" front).
 - d) Junior Motorcycle Championship
Chassis, suspension and engine modifications unrestricted.
 - i) Junior Motorcycle 85cc class
The maximum permissible capacity is 86cc 2-stroke or 125cc 4-stroke air cooled. (Minimum wheel size 14" rear 17" front, Maximum 16" rear and 19" front).
 - ii) Junior Motorcycle 65cc class
The maximum permissible capacity is 66cc 2-stroke or 81cc 4-stroke. (Minimum and maximum wheel size 12" rear 14" front).
 - e) Senior Quad Championship
The maximum permissible capacity is 250cc 2 stroke or 450cc 4 stroke.
 - f) Junior Quad Championship:
 - i) Junior modified Quad Class
The maximum permissible capacity is 240cc Air cooled 2 stroke, 200cc water cooled 2 stroke, or 400cc 4 stroke. 400cc quads Engine and chassis configuration to stay as per manufacturer specifications, including bore and stroke. No further restrictions. No 450cc quad that is downgraded to 400cc may be used.
 - ii) Junior Open Quad Class
The maximum permissible capacity is 200cc Air cooled 2 strokes or 350cc air-cooled 4 strokes Engine and chassis changes are unrestricted. Engine and chassis configuration to stay as per manufacturer specifications.
 - g) All ladies to enter ladies class (non-championship) and championship class as per their age and restricted to the capacity limits
 - h) All non-manufacturer built hybrids (engine and frame not as per manufacturer configuration) may only enter the Junior modified Quad class or Senior open Class, provided they meet the age criteria in SSR 357.
 - i) Read in conjunction with SSR329

A self scrutineering form will be issued to each rider at documentation. This form must be completed, signed and returned to the Officials prior to the start of the event. Random scrutineering will be conducted before, during or after the event to test the accuracy of the information on the scrutineering form.

360. ROUTE

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

The route may be covered more than three times.

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

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

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

There should be a minimum of two (2) route check controls per loop excluding the stop/start point. During the senior race, the organizers if they so decide, may introduce a de control of up to 15 minutes and swap loops after the decontrol with the intend to keep Motorcycles and quads apart. This should be in the event SR and riders affected should be made aware of this during documentation. Organizers will give a fixed time for "travelling through the pits based on the speed of a riding that would be idling threw the pits. The time through the pits is calculated by measuring the pit length and calculating the time required to travel through the pits at a speed of 20km/h less time spent in the pits will be added to his/her race time. The passing through time will be monitored by the time keepers

The onus rests solely on the competitor to ensure that he does not spend less time in the pits. There will be an automatic 1 minute penalty, per infringement, for riders that leave the pit early, as well as the difference in their time added onto the total race time. This will not include any penalties imposed by the pit marshal.

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

361. START

- a) No mass start is to be used. The start must be a maximum 2 per row for motorcycles and quads will start one at time. Dust gaps of minimum 15 seconds per row will be applied. In the event of severe dust, the Clerk of the Course may, at his/her discretion set off competitors singly or in pairs with appropriate dust gaps. Competitors will be afforded time compensation for the time started behind the leader.
- b) Junior race will be junior motorcycles and junior open, junior modified quads and junior ladies.
Senior race will be Senior, 125ccc two stroke, Open motorcycles, Open quads and senior ladies. All starts will be with engines running.
- c) Start of race will be done with red/green light system.
- d) Starting positions for the first race will be based "upon the overall results of a time trial that will be run on the "Friday afternoon before the first Junior National Race. DNF riders will follow in number order and then riders that did not start the time trial. Regional and club riders will follow there after
- e) From the second race onwards your starting position will be based on your overall position attained in the previous Junior National race, followed by riders that DNF or did not race the previous race on their MSA championship points. Newcomers will start at the back in number order. Then Regional and Club riders
- f) Organizers have to ensure that they are issued with the overall results from the previous race by the time keepers.

362. COMPENSATION FOR MEDICAL ASSISTANCE

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

363. ENTRY FEES

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

National Championship Classes: **Maximum R700-00 including all levies. Time keeping fees will charged separately as per charge of commission contracted time keepers.** Should there be a second rider (brother/sister) in a family he/she will only pay R600-00. **Double header event: R1400-00 and R1100-00 for second rider in family.**

If a regional event is co-hosted with a national event a rider entering both National and Regional the Max Entry Fee will not be more than R800.00 (R700.00 second rider). **Double header R1500-00 (R1200-00 second rider)**

364. PENALTIES

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

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

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

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

REFER SSR 353 FOR ENVIRONMENTAL PENALTIES TO BE APPLIED.