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# **FIM AFRICA SOUTHERN OFF ROAD CHAMPIONSHIP**

**ROUND No 3 & 4 of 6 rounds**

**21<sup>st</sup> and 22<sup>nd</sup> June 2013**

**Gaborone, Botswana**

SORC SR'S 2013

# **SUPPLEMENTARY REGULATIONS**

## **FOR FIM AFRICA SOUTHERN OFF ROAD CHAMPIONSHIP**

**2013**

**Incorporating**

### **Supplementary Regulations for MSA National Events Round 3 & 4 of 8 Rounds**

These are to be read in accordance with the Final Instructions for the event, and FIM AFRICA SORC Off Road Championship GCR's 2013. If National SR's are incorporated with these SR's, the FMNR's GCR's Penalties will apply to National Riders, if different from SORC's.

**Articles amended as from 1.1.2013 are in bold type**

#### **DEFINITION**

The 2013 FIM AFRICA Southern Off Road Championship is open to riders from FIM AFRICA member countries and who are eligible to score points in the FIM AFRICA Southern Off Road Championship. This Championship will comprise of five rounds of competitions with events held in each Namibia, Zimbabwe, Zambia and South Africa. The Championship is organized in accordance with the rules of the FIM and FIM AFRICA. Classification: If the rider participates in five or less events of the Southern Off Road Championship, all their results count for the general classification of the Championship. (GCR Art 22.8)

The meeting will be held under the FIM/FIM AFRICA By Laws, the Statutes of FIM/FIM AFRICA, the GCR's of the SORC and these Supplementary Regulations which have been duly examined and approved by the FIM AFRICA Working Group Chairman and Vice President Sporting.

**FMNR Permit No.: TBA**

**FIM AFRICA Permit No.: 005/13**

**ORGANISERS**  
**PROMOTERS & ORGANISERS :**

**Meerkat Racing on behalf of The Four Wheel Drive Club of South Africa**

3 Nestadt St  
Rynfield  
Benoni  
1501

Cell Alan Reid +27 83 401 5218

Website [www.mantshwabisi.co.za](http://www.mantshwabisi.co.za); [www.toyotadesertrace.co.za](http://www.toyotadesertrace.co.za)

Email [info@mantshwabisi.co.za](mailto:info@mantshwabisi.co.za) or [info@toyotadesertrace.co.za](mailto:info@toyotadesertrace.co.za)

**MOTORCYCLE & QUAD CLASSES (as per Art.4 of SORC GCR's)**

Cross Country Off Road events are open to motorcycles and quads duly covered by a registration certificate (only if on public roads). These motorcycles shall comply with the rules of safety laid down by the International Convention on Road Traffic, and with the safety requirements laid down in the Rules of the FIM/FIM AFRICA and the countries where the event will take place.

Motorcycles and quads shall be classified as follows:-

- Class B1 Motorcycles up to Maximum 200 cc 2 stroke and 250 cc 4 stroke
- Class B2 Motorcycles over 201 cc 2 stroke and 251 cc 4 stroke
- Class B3 Open Quad class up to Maximum 750cc
  
- Class B8 Ladies motorcycles
- Class B9 Ladies quads
  
- They must enter either B1, B2 or B3 and compete as normal including race distance
  
- To constitute a class, there must be a minimum of 4 riders for that class at the close of registration for the above classes for Awards to third place to be awarded.

**Additional Classes for Year End Scoring Only:-**

- Class B4 Master Class for motorcycle riders aged 46 years as of 1 January
- Class B5 Master Class for quad riders aged 46 years as of 1 January
- Class B6 Senior Class for motorcycle riders aged **38** years as of 1 January
- Class B7 Senior Class for quad riders aged **35** years as of 1 January
- Class B8 Ladies motorcycles
- Class B9 Ladies quads
  
- They must enter either B1, B2 or B3 and compete as normal, including race distance
- A rider must have competed in (or at least started) in 51% or more of the series events to qualify for a year end award. (See GCR's Article 4)

**National and Support Classes Non National**

CLASSES - Minimum age 16 years – according to Article 5.4 of the Rules  
Motorcycles/Quads shall be classified as follows:

**CLASSIFICATION AND SPECIFICATIONS FOR OFF ROAD MOTORCYCLES**

**a) OR4 Class:**

Open to rider under the age of 21 on the 1<sup>st</sup> January, and restricted to motorcycles with an engine capacity not exceeding 201cc two stroke or four stroke with an engine capacity not exceeding 251cc.

**b) OR3 Class:**

Two stroke motorcycles with an engine capacity not exceeding 201cc, and four stroke motorcycles with an engine capacity not exceeding 251cc.

**c) OR2 Class:**

Two stroke motorcycles with an engine capacity greater than 201 cc but not exceeding 251cc and four stroke motorcycles with an engine capacity greater than 251 cc but not exceeding 401cc.

**d) OR1 Class:**

Two stroke motorcycles with an engine capacity in excess of 251cc and four stroke motorcycles with an engine capacity in excess of 401cc.

**e) Senior Class**

For competitors 38 years and over. Any capacity motorcycle may be used.

**f) Master Class:**

For competitors 46 years and over. Any capacity motorcycle may be used.

**g) Silver Class Challenge:**

Any capacity motorcycle

**h) Ladies (Non Championship):**

Any capacity Bike

**i) Team Class Challenge:**

Made up of two person's per team. Any capacity motorcycle. A team will be seen as one entity and as such will pay one entry fee equivalent to other individual full distance classes. As one entity teams are bound by all regulations applicable to individuals at events. Teams are required to finish full distance at every event in order to qualify as a finisher, how it is broken up into stages will be entirely up to each team, provided each member completes at least one lap per event. Teams may share a motorcycle or use two (provided both have been scrutineered and have the same numbering). Teams will receive one transponder / timing device per event, this must be passed from motorcycle to motorcycle (if necessary) in the main pit area ONLY (I.e. this will be the relay stick).

Riders wishing to form a team must register a name (no more than five words) with Carmen Hill @ noncircuit@motorsport.co.za . Each registered team must nominate two riders for the team when registering. A team may make use of a replacement rider at events throughout the series, provided at least one of the two nominated riders of the team competes at an event. Registered teams will also be allocated numbers, Motorcycle teams will have the prefix T and Quad teams will have the prefix TL.

Licence requirement is a minimum of a club licence per member of a team.

**332 CLASSIFICATION AND SPECIFICATION FOR OFF ROAD QUADS**

**a) Q1 Class:**

For competitors 16 years and over. Any capacity quad may be used. Refer SSR 325e) for competitors younger than 18 years old.

**b) Q2 Class:**

For competitors 28 years and over. Any capacity quad may be used

**c) Senior Class:**

For competitors 35 years and over. Any capacity quad may be used.

**d) Master Class:**

For competitors 46 years and over. Any capacity quad may be used.

**e) Ladies (Non Championship)**

Any capacity quad

**f) Silver Class Challenge**

Any capacity quad.

**g) Team Class Challenge**

Made up of two person's per team. Any capacity quad As per 331 h)

## OFFICIALS OF THE MEETING

Position	Name	Cell Phone
Chairman of Organising team	Alan Reid	+27 83 401 5218
BMS / GMC Liaison	Kevin Branch	+267 713300782
Documentation	Cheryl Steyn	+27 82 318 2676
Event Secretary	Maria Prinsloo	
Clerk of the Course	Geoff Anslow	A 084
Jury President	Lizelle van Aardt	A 260
Jury member 1	Norma Barrett	?
Jury member 2	Gillian Dykes	A 564
Timekeepers	Race Control	
DSP Official	Dion Wessels	+27 82 410 2890
Chief Marshal	Theuns Beer	
Route Director	Alan Reid	
Pit and start Marshals	Tom de Bruyn	+27 83 309 8596
Finance	Michelle Miles	
Police Co-coordinator	Ivor Rimmer	+27 83 326 3020
Environmental Officer	Alida Burnett	+267 71 301265
	Marius Matthee	
Rescue & Medics	Bev Dalhuijsen	
	Ralf Schana (MMC)	

## ENTRIES

- Entries open immediately and close on : **On issue & close on 10 June 2013**
- Entries can be emailed to : **Online entries @ [www.racecontrol.co.za](http://www.racecontrol.co.za)**
- Entries must be accompanied by :  
: A completed FIM AFRICA medical form  
: be stamped by your Federation as proof of clearance
- Late Entries : **Monday 10<sup>th</sup> June 2013 at 17h00**

## ENTRY FEE (GCR Art.7.5)

Entry Fees are as follows :	
FIM Africa SORC entry fee (Double Header Event)	US\$100 incl all levies
Mantshwabisi Silver	BWP/ ZAR1300 incl all levies
Mantshwabisi Gold	BWP / ZAR1500 incl all levies
Mantshwabisi Platinum	BWP/ZAR1700 incl all levies
Team Class entry (MC & Quad)	R1500
SORC and GMC Riders wishing to enter The Mantshwabisi in addition to base entry	Pay extra the difference between base entry and Mantshwabisi class
Timing Fee	R100 per round (R200 total) chargeable to all Competitors at National events
Late Entry Fee	R300.00

## Banking Details: (SOUTH AFRICAN ENTRANTS)

Bank	<b>ABSA</b>
Branch Code	<b>Rivonia 632005</b>
Account Number	<b>0040-8076-8080</b>
Account Name	<b>Meerkat Racing International</b>
E-mail Deposit Slip or payment advice	<a href="mailto:entries@mantshwabisi.co.za">entries@mantshwabisi.co.za</a>

<b>Banking Details: (ALL OTHER ENTRANTS)</b>	
Bank	<b>First National Bank</b>
Branch Code	<b>Kgale View Gaborone Botswana 284 567</b>
Account Number	<b>57130024864</b>
Account Name	<b>Four Wheel Drive of South Africa</b>
E-mail Deposit Slip or payment advice	<a href="mailto:entries@mantshwabisi.co.za">entries@mantshwabisi.co.za</a>

\$10.00 from this will be paid into the FIM AFRICA license fund by the organizing club.

Riders in possession of a valid **Annual FIM AFRICA Cross Country/Enduro Competition License** will be exempt from this additional \$10 fee. This is for your FIM AFRICA 1 Day Licence. This entry fee covers your National Entry Fee. Holders of a 2013 **Annual FIM AFRICA Cross Country/Enduro Competition License** will be refunded/**not pay** \$10.00.

**LATE ENTRY FEE** : Additional SA Rands 300 per competitor

**LICENCES and MEDICAL INSURANCE**

Requirements for competing in this event are

- FIM AFRICA licence – day or Annual
- Full National licence from your FMN.
- For ALL competitors: medical insurance which includes repatriation insurance
- For local riders- confirmation that your medical Insurance includes motorcycle competitive events

**STARTING PERMISSION**

In the event they hold an Annual Licence, riders will need a “Starting Permission” letter from their FMN for each round or by obtaining their FMN stamp on their entry forms prior to entering the event.

Before issuing an FIM Africa Licence valid for FIM Africa Championships, Prize Events or International Meetings, the FIM Africa or FMN must establish the identity, the nationality and/or the permanent residency of the applicant, his age, his state of health and his aptitude to participate in the meetings for which the licence is requested. Furthermore, the FIM Africa or FMN must ensure the applicant is not suspended or disqualified by the FIM or the FMN for regulatory or disciplinary reasons. (70.2.1 of FIM Sporting Code//SORC GCR's Art 5.5))

**INSURANCE**

By endorsing the entry form, of the rider certifies that the rider is insured in accordance with FIM AFRICA requirements (including repatriation costs). The Organisers further confirm that they have contracted third party insurance in accordance with Art. 110.1 of the FIM AFRICA Sporting Code.

The Organisers disclaim all responsibility for damages to a motorcycle, its accessories and components arising out of an accident, fire, theft or any other causes.

Proof of repatriation and medical insurance cover must be produced at documentation. Riders not able to provide proof of medical insurance cover; will NOT be able to participate in the event.

**All riders are requested to give their passports to their team manager/representative/friend to be held in case of an emergency evacuation.**

**EVENT STATUS AND VENUE**

This event comprises of the 4<sup>th</sup> and 5<sup>th</sup> rounds of the FIM Africa Southern Off Road Championship and is of FIM AFRICA Status.

The event is also of South Africa National Status, being the **MSA** 3<sup>rd</sup> and 4<sup>th</sup> round of the 2013 South African Off Road Championship.

The Event will take place from Wednesday 19<sup>th</sup> June 2013, commencing with documentation at 12.00hrs on **Wednesday 19<sup>th</sup> June** and will be deemed to have finished once the results have been announced and the period of official protest has elapsed.

### VENUE OF EVENT

This event is held **Kumukwane, near Gaborone Botswana**

GPS co-ordinates are : 24 38.825 E 025 42.306  
25kms outside Gaborone on the A11 to Thamaga  
(Separate communication on directions to be issued)

Altitude : 1050 AMSL  
Ambient Temperature : +/- 22-25 Celsius

### DIRECTIONS TO VENUE

Download from website

### RACE PROGRAMME

#### PROGRAMME OF EVENTS

<u>Date</u>	<u>Time</u>	<u>Action</u>	<u>Comment</u>
<b>As soon as permit issued</b>	<b>08h00</b>	On line entries open	www.racecontrol.co.za
<b>Monday 10<sup>th</sup> June</b>	<b>17h00</b>	Entries close	
<b>Sunday 16<sup>th</sup> June</b>	<b>17h00</b>	Late entries close	ZAR / BWP 300 late fee
<b>Monday 17<sup>th</sup> June</b>	<b>17h00</b>	Close of withdrawals from race	
<b>Wednesday 19<sup>th</sup> June</b>	<b>12h00</b>	Documentation & Technical opens	
	<b>18h00</b>	Documentation & Technical close	
		Fuel truck loading zones close	All
	<b>18h30</b>	Start times are posted	Official notice board
	<b>22h00</b>	DSP closes	
<b>Thursday 20<sup>th</sup> June</b>	<b>05h00</b>	DSP opens	
	<b>06h30</b>	Impound paddock closes	Bikes <b>Late arrivals will start at back</b>
		Riders briefing	Bikes
	<b>07h00</b>	First bike leaves	
	<b>07h30</b>	Impound paddock closes	Quads <b>Late arrivals will start at back</b>
		Riders briefing	Quads
	<b>08h00</b>	First quad leaves	
	<b>12h00</b>	Cut off time for start of second lap	Bikes
	<b>12h30</b>	Cut off time for start of second lap	Quads
	<b>17h00</b>	Time Bar at finish	Bikes
	<b>17h30</b>	Time bar at finish	Quads
	<b>18h30</b>	Posting of Day 1 results and Day 2 start times	All
		Fuel truck loading zones	All

		close	
	<b>22h00</b>	DSP Closes	
<b>Friday 22<sup>nd</sup> June</b>	<b>04h00</b>	DSP opens	
	<b>05h30</b>	Impound paddock closes	Platinum, national bikes and quads (100%, 75%) and other quads <b>Late arrivals will start at back</b>
	<b>06h00</b>	Riders Briefing	First starting groups
	<b>06h30</b>	National (100%, 75%) and Platinum Bikes and quads leave followed by other quads	Platinum, national bikes and quads (100%, 75%) and other quads
		Impound paddock closes	Bikes <b>Late arrivals will start at back</b>
	<b>07h00</b>	Riders briefing	2 <sup>nd</sup> starting groups
	<b>07h30</b>	First bike leaves	
	<b>12h00</b>	Time bar for start of second lap	Platinum, National (100%, 75%) Bikes and Quads
	<b>16h30</b>	Time bar at finish	Platinum, National Bikes and Quads
	<b>17h00</b>	Posting of results	Bikes
	<b>17h30</b>	Posting of results	Quads
	<b>18h00</b>	Prize giving	All

The above may be amended in the Final Instructions which will be posted at the official notice board.

### **RIDING NUMBERS**

In the event of competitors sharing the same racing number, but from a different Federation (FMN), the visiting Federation (FMN) rider will have priority and the host Federation (FMNR) rider will be asked to change **their** number or ride using their initials. Organisers will advise FMNR rider, 7 days before event, by email of any duplicate and issue the affected rider an alternate number for the event.

It is recommended that All riders put their racing number on their back for ease of reference for officials. The onus is on the rider to ensure his numbers are legible, either by wearing their race shirt/bib over their hydration pack/ Camelbak, or by attaching their race number to their hydration pack/Camelbak. It is in their interests to do so.

No stickers will be provided

### **ADVERTISING**

FIM AFRICA requires that all machines participating in the FIM AFRICA approved event display the FIM AFRICA approved logo on the top right or bottom corner of the front number board.

- The organiser shall supply the approved sticker.
- Sponsored riders may include the logo in their sponsored sticker kits provided they are of the approved size and colours
- The Logo shall be a minimum of 35mm x 35mm on a white background with a black border and not obscure the riding no.

### **STARTING ORDER**

#### **STARTING ORDER FOR THURSDAY 20<sup>th</sup> JUNE**



- Bike competitors will start in threes by Championship, Class and Category (Platinum, Gold, Silver) as per their relevant championship seeding. Non Championship riders will start in alphabetical order.
- Quad competitors will start in pairs by Championship, Class and Category (Platinum, Gold, Silver) as per their relevant championship seeding.
- Order of priority will be SA Nationals, FIM Africa SORC, GMC and then non championship riders
- Bikes or quads doing the longer of the two loops will start second and swap over on Day 2

### **STARTING ORDER FOR FRIDAY 21<sup>st</sup> JUNE**

- ALL National (100% and 75%) and Platinum category riders (both bikes and quads) will start first based in the same order as for Day1.
- Bike Competitors will start in threes by championship, class and category and in the same order as for Day 1;
- Quad competitors will start in pairs by championship, class and category and in the same order as for Day 1;
- Any Mantshwabisi competitor downgrading categories (i.e. Gold to Silver) will start at the back of the respective fields.

Start Order will be published as a bulletin on the Official notice Board after the first Jury meeting.

### **STARTING PROCEDURE – as per MSA National regulations**

A starting area is a small enclosed area where the riders await the starting signal and where the starting line is situated at one extremity.

Working on the motorcycle in that area is not permitted until the starting signal is given. The penalty for doing so is disqualification.

Any rider caught smoking in the starting area will be disqualified (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

Only Jury members, FMN delegates, representatives and officials designated in the Supplementary Regulations, and the riders waiting for the start, are permitted access to the starting area. The organiser and the International Jury will decide whether representatives of the press are permitted access to the starting area and will specify the number allowed and under what conditions.

No other persons are allowed into the starting area.

No assistance may be given in the starting area. The penalty for breaking this rule is disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

It is forbidden to start the engine of the motorcycle in the waiting zone of the starting area. The penalty for doing so is 1 minute.

It is also forbidden to start the engine on the starting line before the starting signal is given. The penalty for doing so is 1 minute.

**RIDER'S BRIEFING** - a Compulsory Rider's Briefing will be held prior to the start of the event, at which time any specific instructions and issues pertinent to the day's competition will be explained. Riders may seek clarification from the organisers on any points that are not clear to them, at this time.

All riders must attend the Rider's Briefing and sign the attendance register.

Failure to attend and sign could mean exclusion

## **RIDER'S BRIEFING AND DE-CONTROL**

There will be a written riders briefing document given to each competitors, which the competitor will sign for at documentation.

Attendance of the verbal rider's briefing, which will be held on the start line each morning for the motorcycles & for quads is compulsory. Times are as per the schedule of events in these SSR's and as posted on the official notice board. Refer to SSR335 of the 2013 MSA Non Circuit handbook

There will be a compulsory 20 minute de-control in main DSP after the first loop on each day for those riders doing two laps.

**INCIDENT REPORTS** - Incident reports will be completed by every rider and returned with their helmet sticker within 30 minutes of completing the race or retiring. Non compliance could lead to exclusion from results and/or a monetary fine to be confirmed by Foreign Jury. **(At discretion of Organiser)**

### **DESIGNATED SERVICE POINT**

There will be two DSP's one main and one mini, which will be situated near the Start/Finish area; an the other in the village of Polokwe.

The mechanic / refuel zones will be clearly marked.

There will be NO alcohol or smoking permitted in these areas.

Riders please ensure your crew is aware of this as there will be zero tolerance exercised and you will be excluded.

No fires will be permitted in the Pit area.

The use of environmats will be strictly enforced in the pit area as well as the refueling zone.

### **PITS, DESIGNATED SERVICE POINT (Kumakwane DSP) & 3 REFUEL POINTS**

**Access to DSP will be STRICTLY controlled by means of wrist bands and vehicle stickers.** Each competitor will receive **one** vehicle access sticker and **3** wrist bands. Extras may be issued on request if space allows

DSP at Kumakwane will be a full service point and each competitor will be allocated a Pit area on a first come basis of approximately 5mx5m. Booking requests can be submitted to the organisers

Trailers must not be stored in the Pit area but in the designated trailer parking area.

Service crews or riders must deposit their clearly marked, acceptable, fuel cans for the 2 (FWDCSA supported) fuel points at the identified spot within the main DSP for transport to the refuel points no later than 18h00 on Wednesday 19<sup>th</sup> June for Day 1 **(including for the second loop if applicable)** and no later than 18h00 on Thursday 20<sup>th</sup> for Day 2 **(including for the second loop if applicable)**.

Transportation to the mini DSP and the refueling of competitors will be the responsibility of the crews.

Transport returns from the refuel points by about 16h00 each day

Each rider will be given at documentation clear directions to the mini DSP for crews to support their riders, refuel etc.

Cans must be collected no later than 19h00 on Friday 21<sup>st</sup> June Failure to collect your can and fuel will result in it being destroyed.

There will be a main DSP / service point only, which will be situated at the Start/Finish area at Kumakwane and one mini DSP in the small village of Polokwe

- The pits and pit areas will be clearly marked.
- There will be NO alcohol consumption or smoking permitted in these Pit areas times.
- Riders please ensure your crew is aware of this as there will be zero tolerance exercised and you will be excluded.
- No fires will be permitted in the Pit areas.

- The use of Enviromats will be strictly enforced in the pit area as well as the refueling zones.
- There will be a good catering point in the DSP for Spectators, Competitors and Crew.
- NO CAMPING is permitted in the Pits or DSP areas
- Washing of bikes and quads is permitted in the pit areas but competitors are encouraged to use the wash bay facilities. Bio-degradable soaps must be used

### **PARC FERMÉ (GCR 15)**

The Parc Fermé will be enclosed and fenced in to prevent unauthorised persons from entering. Its limits will be clearly marked out and supervised by a sufficient number of officials to ensure that only authorised persons may enter or have access to the machines. It will have one clearly marked entrance and one exit which lead to the “starting area”, but no other entrances or exits. Officials in charge of the closed-controls must wear a distinctive emblem recognised by all persons concerned and the riders in particular.

Access to any Parc Fermé is forbidden to everyone except the Jury members, certain officials designated for duty, and riders who wish to park or take out their motorcycles. After checking in at the time check just before the Parc Fermé, Quad Riders can enter and exit their motorcycle from the Parc Fermé with the engine running – 1st gear zone – after permission from a Parc Fermé official. While proceeding from the time check to the Parc Fermé, it is forbidden to refuel or make any repairs on the motorcycle. Riders failing to comply with either of these requirements will be disqualified or other penalties given as provided for in the FIM Disciplinary and Arbitration Code

In the Parc Fermé, it is forbidden for a rider, under penalty of disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code) from the meeting:

- To touch the machine of any other rider;
- To refuel
- To make ANY repairs
- To touch his own machine except to push it in or out of the Parc Fermé;
- To start the engine, except to exit under supervision of the official in charge of Parc Fermé.

As an exception to the Parc Fermé status, but subject to the responsibility and approval of an Official, a rider may, in the Parc Fermé for starting, regrouping and end of leg, change or overhaul, by his own means, a damaged headlight or rear lights.

These repairs must be fully completed before the starting time.

Any rider caught smoking in a Parc Fermé will be disqualified.

The machines in the Parc Fermé must not be covered in any manner and must be equipped with a side-stand, except quads.

After parking their motorcycle in the Parc Fermé, the rider shall immediately leave the park, which from then on may not be entered. In order to leave a Parc Fermé for starting, regrouping or end of a Leg, the rider shall be authorised to enter the Parc ten minutes before his departure time under responsibility of official.

### **LENGTH OF ROUTE**

Approximately 450kms per day for motorcycles and quads – route consists of common routes and splits for Bikes and Quads.

The route comprises of:-

The Blue Loop is approximately 250 kms long. This will be ridden once or twice by the competitors. There will be 3 fuel points 2 of which will be manned by FWDCSA marshals(**exact distances will be posted on the official notice board**)(service crews are prohibited from going to these 2 points as they are on the racing route).

Approximately mid way is a refuel point and mini DSP where crews will be allowed to refuel and support the competitors; this point is shared by both routes.

At 250 kms the competitors will return into main DSP at Kumakwane where they will have a compulsory 20 minute decontrol before departing out on the Blue loop again if doing National (100% of 75%), Gold or Platinum.

Green Loop is approximately 225 kms long. This will be ridden once or twice by the competitors. There will be 3 fuel points, 2 of which will be manned by FWDCSA marshals (**exact distances will be posted on the official notice board**) (service crews are prohibited from going to these 2 point as they are on the racing route).

Approximately mid way is a refuel point and mini DSP where crews will be allowed to refuel and support their competitors, this point is shared by both routes. In the event of a competitor not having a support crew the organisers will transport fuel and the competitor will refuel themselves. This point will also be the end point for the 75

At 225 kms the competitors will return into main DSP at Kumakwane. All competitors finish at this point and only National (100 and 75%) and Platinum depart for a final lap after a mandatory 20 minute decontrol.

**NOTE:**

**1. Both bikes and quads share certain sections of the route**

<b>Blue – common</b>	<b>4 kms</b>
<b>sole</b>	<b>28 kms</b>
<b>common</b>	<b>11 kms</b>
<b>sole</b>	<b>87 kms</b>
<b>common</b>	<b>15 kms</b>
<b>sole</b>	<b>50 kms (incl common mini DSP)</b>
<b>common</b>	<b>45 kms</b>

<b>Green - common</b>	<b>4 kms</b>
<b>sole</b>	<b>22 kms</b>
<b>common</b>	<b>11 kms</b>
<b>sole</b>	<b>52 kms</b>
<b>common</b>	<b>15 kms</b>
<b>sole</b>	<b>55 kms (incl common mini DSP)</b>
<b>common</b>	<b>50 kms</b>

**The splits will be manned and clearly sign posted**

**2. Bikes and quads will ride green and blue routes on different days**

**JETTING STRIP**

There will be a jetting strip available at the DSP clearly sign posted. This will be available from 12h00 Wednesday to 00630 Thursday ONLY.

**PUBLIC ROADS & PRIVATE PROPERTY**

The Local Authorities and Land Owners have afforded us the opportunity to compete in their area and properties. Please respect this privilege. Please report any incident to the nearest official or Marshal. Ensure that you pass on accurate information to ensure a prompt reaction.

This event will be on public roads which, despite Police presence and closures, must be considered as LIVE at all times. Road crossings will be manned by FWDCSA members, Marshals and Botswana Police Traffic officers. Competitors **MUST STOP AT THESE CROSSINGS AT ALL TIMES – FAILURE TO COMPLY WILL RESULT IN IMMEDIATE EXCLUSION.**

**NEAREST HOSPITALS**

The nearest hospitals are Bokomotso and Gaborone Private 20 and 35 km from the Track

**Direction to both will be in the written riders briefing document**

There will be fully equipped ambulances on the route and a treatment facility at the circuit.

## **POINTS SCORING**

**As per FIM AFRICA SORC GCR 2013 ART 22 AND MSA National Classes as per GRC 2013**

### **22. CLASSIFICATION AND POINT SCORING**

Timekeeping shall be under the responsibility of the Clerk of the Course.

- 22.1 Penalties shall be expressed in hours, minutes and seconds. The Final classification will be obtained by adding the times achieved in the selective sectors and the penalties (incurred during the linking sectors and other penalties expressed in time).
- 22.2 The rider who obtains the lowest total will be proclaimed the winner of the general classification; the next will be second and so on. The classifications by classes and series will be determined in the same manner.
- 22.3 In the event of a tie/dead heat, the winner declared will be the rider who has achieved the best time (fastest lap) during any selective sector and/or the least penalties will be proclaimed winner. If this is not sufficient to decide between the two, the times of the reverse order selective sector, lap, or other timed stage will then be taken into account. This rule may be applied at any time during the event.
- 22.4 If the race is run in a loop configuration, a rider will be regarded as an official finisher if he has completed a minimum of 75% of the event distance, after the lead rider has completed 100%, and has passed the finish flag before the time of the Time Bar. If a rider has completed 75% before the Cut Off Time and the lead rider has completed the race a competitor may complete a further lap or laps to elevate their finishing position.
- A competitor MUST understand that in the event they return after the Time Bar they WILL be excluded as a finisher.
  - A competitor must declare, after the completion of the lead rider, if they are ending their race or proceeding on an additional lap to the CoC/Chief Marshall and Time Recorders.
- 22.5 The official provisional results of the event will be posted on the official notice board not later than one hour after the arrival of the last machine.
- 22.6 The deadline for protest will be 30 minutes beginning at the time when the above provisional results are posted. Thereafter these results become final.
- 22.7 **Championship/Event Points**  
Points are awarded to riders/official finishers of each event, in all classes according to the following scale:-

<b>20 points to the 1st</b>	<b>10 points to the 6th</b>	<b>5 points to the 11th</b>
<b>17 points to the 2nd</b>	<b>9 points to the 7th</b>	<b>4 points to the 12th</b>
<b>15 points to the 3rd</b>	<b>8 points to the 8th</b>	<b>3 points to the 13th</b>
<b>13 points to the 4th</b>	<b>7 points to the 9th</b>	<b>2 points to the 14th</b>
<b>11 points to the 5th</b>	<b>6 points to the 10th</b>	<b>1 point to the rest</b>

Plus one point for starting an event – (actually leave the start line).

## **PRIZES & AWARDS**

The following classes will be awarded trophies from 1<sup>st</sup> to 3<sup>rd</sup> place only:-

- Class B1 Motorcycles up to Maximum 200 cc 2 stroke and 250 cc 4 stroke
- Class B2 Motorcycles over 201 cc 2 stroke and 251 cc 4 stroke
- Class B3 Open Quad class up to Maximum 750cc

Results will be posted on the notice board as soon as possible after the Time Bar (1500hrs)  
These will be final after 30 minutes assuming no protests.

Prize giving will be held at the DSP Documentation tent as from **1700hrs** on day 2 (Friday)  
There will be catering as well as a cash bar.

## **TECHNICAL CONTROL**

All motorcycles and riders helmet will be checked. Please ensure you have a FIRST AID Kit. Minimum of 1 litre water or drinking fluid in a Hydration Pack/Camelbak.

Identification marks will be fixed to the motorcycle during this inspection. The Technical Stewards will check for the identification during the course of the event. The absence or falsification of this will result in exclusion.

### **All Motorcycles and Quads must:**

- a) Be fitted with ball-ended clutch and brake levers unless fitted with a suitable wrap-around protector,
- b) Be fitted with brakes operating on front and rear wheels.
- c) Be fitted with a self-closing throttle.
- d) Be fitted with adequate mudguards.
- e) Not have any fuel leaks.
- f) Not discharge exhaust gasses so as to raise dust or in any way inconvenience another motorcycle/quad..
- g) Be fitted with folding foot pegs (motorcycles only)
- h) Those machines not fitted with steering dampers and/or GPS fittings are recommended in the interests of safety, to fit a bar pad constructed of foam or sponge on the handlebars.
- i) Riders must have a Hydration Pack/Camelbak with minimum 1 litre water and an approved Medical kit as specified in SR's

Additional requirements for Quads shall be:-

- Fitted with nerf bars which extend to at least the centre line of the rear wheel and must be fitted with a means that does not allow the riders foot to touch the ground. E.g. a net
- Fitted with a "dead man" kill switch and this must be attached to the rider at all times whilst operating the machine.

Riders entering "The Mantshwabisi" (Silver, Gold and Platinum) will have to undergo compulsory technical control so that the bikes and quads are marked. **Changing of machinery used on each day or after a lap in these categories is prohibited – the same machine must be used for both days and all laps.**

## **SOUND CONTROL.**

This will be carried out at the time of technical control. The test will be carried out on all motorcycles in accordance with the FIM & FIM AFRICA Technical Regulations 2013. A warning will be issued for future compliance.

- Noise Pollution as per Article 4 of the FIM Environmental Code.
- The 2mt Max Method will be used
- For 2013 the Maximum Noise level will be 112dB for all events

## **ANTI-DOPING CODE**

FIM AFRICA subscribes to the provisions of the World Anti-Doping Authority (WADA) and as such all competitors are bound by WADA rules and regulations, in respect of performance enhancing and use of banned substances during FIM AFRICA events.

Any competitor taking any drug for therapeutic purposes, such as asthma, hay fever, ADD, etc. and which contains substances that are included on the WADA prohibited list, must obtain a Therapeutic Use Exemption, prior to entering any competition and submit with their entry at Official Documentation.

Random drug testing may be demanded from time to time as directed by WADA and all competitors must comply if so requested.

## **ENVIRONMENT**

Competitors and their crews WILL use the waste bins provided.

Environmats and Fire Extinguishers are compulsory.

Please ensure that ALL of your rubbish and waste is disposed of appropriately. There are designated bins for oil and general waste.

Clean your pit area before leaving and remove all your rubbish into the bins or take it home with you. Bring it in, Pack it out.

### **TEAR OFFS**

- The use of “Plastic tear offs” on goggles **is prohibited** unless they are of bio-degradable variety homologated by FIM
- Penalty for use of Plastic tear offs will be expulsion
- Use of “roll off/film” lens cleaners will be allowed

### **SWEEPS AND RECOVERY**

There will NOT be sweep vehicles on all racing sections to pick up competitors who are stranded.

There will be Medical and Rescue vehicles position along the route in case of emergencies which are in radio contact with each other and race headquarters at DSP.

Competitors are to note that the Organisers are not obliged under any circumstances to provide any services for the recovery of motorcycles or quads.

No access to the race route will be permitted by pit crews until after the race day; the organisers will endeavour to guide crews to the nearest point to meet their riders

### **SIGHTING LAP**

The day before the start of the event, competitors may if they wish go on a limited sighting lap, providing they have advised the Clerk of Course and/Chief Marshal of their intention to do so. Riders must understand and accept that there are no medics on duty the day prior to the event. Sighting lap must be done in early afternoon so that it is completed in daylight.

This is optional, but recommended for foreign entries. The course will be well marked. The organizers **WILL NOT** be held responsible for recovery of any breakdown.

The track will be open from 08h00 Wednesday 19th June and close at 15h00 for the last rider to depart. One lap maximum will be allowed.

Organisers accept no responsibility for riders participating in a sighting lap. Riders doing a sighting lap must register and report back on their return.

- If requested by the Jury, the Clerk of the Course will nominate individual rider/s who will be requested to give a verbal “pre runners” report at the first Meeting with the Organisers, so that any route issues may be resolved before the start of the race.
- Riders must use the same machine, which has been passed by Technical Control, for both the sighting lap and the race. Any unauthorised change of machine WILL result in exclusion.
- In interests of riders’ safety a Sighting Lap is recommended, it is optional but not compulsory-

### **RIGHTS OF THE CLERK OF THE COURSE**

The C O C reserves the right (subject to the approval of the Jury) to:

- Alter the race programme, length and scoring due to adverse weather conditions
- Postpone or cancel the event due to force majeure. In the event of postponement for more than 24 hours entrants may have their entry fees refunded.
- Postpone or cancel the event should fewer than 20 entries be received by the official closing hour.
- Refuse entry.

### **ADDITIONAL INFORMATION**

#### **ACCOMMODATION**

There are various hotels in Gaborone (details on website)

Camping is available at:

FWDCSA Bush Camp (near DSP) at ZAR/ BWP 225.00 per person including dinner and breakfast

The Lion Park ([www.lionpark.co.bw](http://www.lionpark.co.bw))

The Mokolodi Nature Reserve ([marketing@mokolodi.com](mailto:marketing@mokolodi.com))

Drinks and Food will be on sale at the main DSP

### **Border Crossing**

Competitors are reminded to use the Tlokweng border post as preparations have been made to ease the process of crossing into Botswana. However it is up to the competitors to ensure they have all the necessary documentation for both the South African and Botswana border authorities. These will be distributed to all teams at the event prior but more can be obtained from the organisers **prior to departure.**

**A clearing agent (Manica Freight) has been appointed to assist crews in this regard – see separate communication in this regard.**

Any fuel in drums imported into Botswana will be subject to duties by the Botswana Unified Revenue Service