



SUPPLEMENTARY REGULATIONS (SR'S)

1. EVENT DETAILS

NAME OF EVENT:	2024 CRONO RALLY						
DATE OF EVENT:	8 August 2024 to 11 August 2024						
STATUS OF EVENT:	Please indicate below:						
DEVELOPMENT		SOCIAL		CLOSED CLUB		CLUB	X
REGIONAL		NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	
VENUE:	DIE HOUTHOOOP GUEST FARM & OPEN-AIR RESTAURANT						
GPS CO-ORDINATES:	-29.744609705840354, 17.152704169892445						
DIRECTIONS:	From Springbok take the R355 over Spektakel pass, Turn Left to Komaggas. Continue through the town and pass the Kameeldoring forest. Drive another 40km and you will reach Die Houthoop turn on your right. https://maps.app.goo.gl/13svjdoEAD3xuSa39						

2. PROMOTERS / ORGANISERS

PROMOTERS NAME:	Crono Rally (Pty) Ltd
NAME OF CONTACT PERSON:	Sean Kriel
CONTACT NUMBER:	072 319 9747
EMAIL ADDRESS:	sean@cronorally.co.za
WEBSITE:	www.cronorally.co.za
ORGANISERS NAME:	Crono Rally (Pty) Ltd
NAME OF CONTACT PERSON:	Sean Kriel
CONTACT NUMBER:	072 319 9747
EMAIL ADDRESS:	sean@cronorally.co.za
WEBSITE:	www.cronorally.co.za

3. JURISDICTION

- Held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) for Cross Country Motorcycle and Quad, MSA's Safeguarding Policy and these Supplementary Regulations (SR's), as well as any Final Instructions which may be issued.
- 2024 Crono Rally Technical Regulations
- National Road Traffic Act
- Any relevant MSA Circulars of 2024, will take precedence to these Supplementary Regulations.
- These regulations must be read and understood by all competitors.

Link to the 2024 MSA GCR's –

https://www.motorsport.co.za/wp-content/uploads/2024/03/2024-MSA-GCRs_Circuit-SSRs_Appendix-HV2.pdf

Link to the 2024 MSA SA National Cross Country Motorcycle SSR's –

[MSA National Standing Supplementary Regulations \(motorsport.co.za\)](https://www.motorsport.co.za/wp-content/uploads/2024/03/2024-MSA-SA-National-Cross-Country-Motorcycle-SSR's.pdf)

4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

MSA 17660

Permit issued (date):

30 May 2024

Please note that the MSA Flag will be prominently displayed at:

The Bivouac

5. DEFINITION OF A RALLY RAID

A Rally Raid is a sporting event staged over varied terrain and is intended to prove the skill and endurance of competitors and the reliability of their machines. Moreover, the discipline must reveal the skills of navigating of the Rally competitors.

The terrain consists of natural landscapes and usually not modified by the organiser as follows:

- Mountains, rocky sections
- Dunes
- Rivers, dry riverbeds, mud tracks
- Open public road
- Natural vegetation, bushes, high grass, forests
- Asphalt roads, off road tracks
- Terrain with snow conditions

Crono Rally is open to motorcycles and SSV's duly covered by a registration certificate and adapted to on road and off-road use.

A competitor is responsible for the behaviour of his/her mechanics, assistants or manager and any infringement of the regulations will be borne by the competitor.

All persons who in any way participate in the Crono Rally or events related to the rally at any time, during the rally must wear and be able to show the appropriate pass.

To anyone who does not abide by the Rally rules and regulations, the Rally Organiser has the right to prohibit further participation in the Rally. In addition, all those who do not comply with the rules and regulations are liable to the Organiser for all the damages they have caused by their (inappropriate) actions.

6. ELIGIBILITY OF COMPETITORS

Refer to Standing Supplementary Regulations as shown below, as well as GCR 227:

SSR 325 of the 2024 MSA SA National Cross Country Motorcycle SSR's

To compete in the Crono Rally Raid every rider must have:

For their vehicle:

- Registration licence (SSV SAMAR registered)
- Valid third-party liability insurance

For themselves:

- A valid MSA Competition Licence (minimum of an annual or one event club licence valid for Cross Country Bikes & Quads/Enduro)
- Licence to drive on public roads
- Personal accident insurance covering: death, permanent disability, medical treatment and repatriation covering you for rally racing.

7. INJURY REGISTER

Where a competitor has appeared on the injury register, it is that competitor's responsibility to ensure that they have submitted a medical certificate indicating that they are fit to compete in motorsport no later than 5 (five) working days before the start of the event. This certificate is to be reviewed and processed by MSA Head Office.

It is the responsibility of the competitor to check the Injury Register and ensure that MSA receives their letter timeously.

Please Note: Competing while appearing on the injury register will result in potential claims being repudiated by the MSA Group Accident Policy.

Refer to Appendix L - Article 2.9

8. COMPETITOR CONDUCT

Refer to Standing Supplementary Regulations as shown below:

[SSR 346 of the 2024 MSA SA National Cross Country Motorcycle SSR's](#)

9. ENVIRONMENTAL

Refer to Standing Supplementary Regulations as shown below, as well as the MSA Environmental Code:

[SSR 352 of the 2024 MSA SA National Cross Country Motorcycle SSR's](#)

10. COMPETITION LICENCES

Refer to Standing Supplementary Regulations as shown below, as well as GCR 20, 93 and Part V (Licences):

[SSR 325 of the 2024 MSA SA National Cross Country Motorcycle SSR's](#)

All competitors that participate in the event, need to have purchased the relevant MSA Competition licence for the class that S/he will be competing in. Licences can be checked electronically prior to the event using MSA's platforms.

MSA Licences can be purchased via www.msaonline.co.za – For any assistance regarding the licence system, please do not hesitate to contact msa@motorsport.co.za or **Licence queries only: 082 082 0824 (Message or WhatsApp only)**

11. ENTRANTS LICENCES

Refer to Standing Supplementary Regulations as shown below, as well as GCR 22 and 114:

[SSR 325 b\) of the 2024 MSA SA National Cross Country Motorcycle SSR's](#)

Where the entrant is NOT the rider, an entrant's licence must be obtained from MSA and submitted together with the entry form / online entry application. Failing which, the entrants name **WILL NOT** be published in the event programme.

12. ADVERTISING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 247 and 248:

[SSR 328 a\) \(ix\) of the 2024 MSA SA National Cross Country Motorcycle SSR's](#)

Advertising on motorcycles and the rider's clothing is allowed as long as it:

- Does not offend, in any way, others present at the rally.
- Does not offend, in any way, any third party in the area in which the rally is taking place.
- Is not in direct conflict with the partners and sponsors of the rally.

Organisers reserves the right to put stickers on the participants' vehicles. If the rider does not want it, the rider must pay double entry fee.

13. COMPETITION NUMBERS

Refer to Standing Supplementary Regulations as shown below, as well as GCR 249:

[SSR 329 of the 2024 MSA SA National Cross Country Motorcycle SSR's](#)

14. DUTIES OF THE OFFICIALS

Refer to Part VII in the GCR's.

15. OFFICIALS OF THE EVENT

ROLE	NAME & SURNAME	GRADE	LICENCE NUMBER
CLERK OF THE COURSE	<i>Mike Kinnear</i>	<i>C</i>	<i>16177</i>
MSA STEWARD	<i>Daan Terblanche</i>		<i>16302</i>
CLUB STEWARD	<i>Andre Doubell</i>		<i>13286</i>
SAFETY OFFICER	<i>Dewald Snyman</i>		<i>35670</i>
ENVIRONMENTAL STEWARD	<i>Dewald Snyman</i>		<i>35670</i>
EVENT SECRETARY	<i>Chloe Doubell</i>		<i>TBA</i>

CHIEF SCRUTINEER	<i>Shaun Stassen</i>		35324
TIME KEEPING SERVICE PROVIDER	<i>Ryan Hawker Moto</i>		N/A
CHIEF TIMEKEEPER	<i>Ryan Hawker</i>		
CHIEF MARSHAL	<i>Karel Wentzel</i>		35669
ROUTE DIRECTOR	<i>Sean Kriel</i>		18210
MEDICAL SERVICE PROVIDER	<i>Tygress Ambulance Services</i>		N/A
COMPETITOR RELATIONS OFFICER	<i>Shaheed Isaacs</i>		35682
START OFFICIAL	<i>Karlo Wentzel</i>		
END OFFICIAL	<i>Heine Engelbrecht</i>		

16. CLASSES

Refer to Standing Supplementary Regulations as stated below:

SSR 325, 330 and 331 of the 2024 MSA SA National Cross Country Motorcycle SSR's

CLASS:	DESCRIPTION:
Rally GP Malle Moto	Road book (paper or digital) navigated
Rally GP Assistance	Road book (paper or digital) navigated
Rally Open 1 Malle Moto	Road book (paper or digital) navigated
Rally Open 1 Assistance	Road book (paper or digital) navigated

17. UNASSISTED (MALLE MOTO)

Competitors can register for Malle Moto (unassisted) category and compete for Malle Moto Trophy.

Malle Moto riders of motorcycles will compete almost completely unassisted. They will not benefit from the assistance of an accompanying person registered in the race, in the service category, in the Media and more generally of any accredited person (organisation, bracelets, guests, etc).

Malle Moto general rules:

1. The riders must service their vehicles without any outside assistance.
2. Malle Moto competitors will be located in a separate area in the bivouac strictly controlled by the organisation.
3. Vehicles will be parked and stay in separate, controlled area.
4. Only official tyre service in bivouac will be allowed.
5. The organiser commits to play the role of Service Team for Malle Moto riders through the following dispositive (by rider):
 - 1 Personal 80 litre trunk (supplied by the competitor) which should be used for storage of rider's personal belongings, spare parts, tools and accessories.
 - Free use of the generators, compressors and toolboxes
 - Easy access to the rider's information
 - Access to the power source for recharging phones and batteries
6. Malle Moto riders must have and present at the technical and administrative check (by rider):
 - 1 Hygiene kit (muscle gel, wipes, disinfecting gel, ear plugs, sleeping mask).
7. Time card management
At any finish of a Stage:
 - The rider will give his/her time card to the Chief Marshal at the TC End of Stage at the bivouac entrance
 - The marshal writes his time of arrival and gives the rider his/her time card back
 - The rider goes straight to the Malle Moto area and gives his/her time card to the person in charge of the area. A maximum time of 10 minutes must be respected.
8. At the bivouac, it is mandatory for the rider registered in Malle Moto category to setup and make all/any service and repairs and sleep in the dedicated area. This implies compliance with the following rules:
 - Only the rider is allowed to transport his/her tyres and wheels to the official tyre service area.

- Only the rider is allowed to work on his/her machine or on a damaged part.

Riders of the Malle Moto must not receive any outside help.

Only service between riders of the Malle Moto, still in the race, or by the organisation's staff dedicated to this category will be authorised.

Any other service will be sanctioned, the penalty may go as far as the exclusion of the rider from the category.

9. Riders may take their machine or a damaged part out of the Malle Moto area only after having informed the person in charge of the area. Riders must be accompanied by a member of the organisation, from the Malle Moto team, to carry out certain exceptional operations:

- Any repairs requiring specific equipment not available in the Malle Moto area, after agreement from the technical commissioner (welding, machining, suspension repairs, etc). These repairs must be carried out by riders themselves under the control of the member of the organisation accompanying him.
- Carry out tests
- Use the services offered by the Crono Rally partners within the bivouac service area.
- Access the area of a partner offering a service within the service area
- Refuel their machines
- Clean their machines

In case of litigation, the area manager will make a written statement to the Officials with the time of absence and the reasons.

If it appears that the type of operation does not comply with this article and/or that the spirit of the category is not respected, the rider shall be excluded from the Malle Moto and may therefore no longer benefit from the related service.

10. In the event of withdrawal, the rider:

- Will continue to have access to his personal belongings and to sleep in the Malle Moto area
- May in no case provide any form of service to the Malle Moto riders still in the race

Any infringement of the rules will result in disqualification of the rider from this category.

18. ENTRIES

Refer to GCR 91 – 111

Telephonic entries **WILL NOT** be accepted. Anyone wishing to take part in the Crono Rally must register on www.cronorally.co.za before closing of registration.

The onus rests on the competitor to ensure that the entry, as well as the below, has been received by the Promoters / Organisers within the allocated time prior to the date of the event:

- Entry via online system at www.cronorally.co.za
- Payment for the entry
- Copy of the MSA licence

Entries open:	Immediately
Entries close (Refer to GCR 104):	30 June 2024
Entry fees as follows:	(Refer to GCR 95)

Entry fee as stipulated ONLINE at www.cronorally.co.za

Late entry fee:	NO late entries will be accepted.
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Registration steps:

1. Competitor correctly enters the online registration forms and successfully submits the Registration Form.
2. Competitor makes payment for the entry fee, using the options available as per the shop on the website and send payment reference to admin@cronorally.co.za

The competitor will be considered as registered for the rally only when the entry form is successfully submitted, registration fee is fully paid, and he/she receives email confirmation that he/she has successfully registered.

The competitor undertakes to submit to the Organiser all required data and / or necessary documents. These data / documents can be submitted through the registration form or contact email: admin@cronorally.co.za If the competitor makes the application on behalf of another participant, the competitor agrees to assume all obligations of the participant for whom he contract services.

The competitor shall be liable for any damage resulting from the provision of inaccurate or incomplete information or documents.

All additional services that are highlighted in the pre-contractual information, i.e. in the service program, the competitor should request within the appropriate period specified in the pre-contractual information and before the registration.

Additional services are not included in the basic price and are charged extra.

The service contract can be concluded through the online booking form or through other booking channels.	
Prior to the start of the Rally, the Competitor is obligated to present all the necessary documents to the organiser and if he/she fails to do so, the Competitor will not be permitted to start the event and entry fee will not be refunded.	
Participants should send all the necessary documents in advance in digital format through the documents submitting form they will receive in registration confirmation mail. During the administration check (in the Bivouac) the original documents should be provided to the race administration.	
If on the day of registration, it is found that the registered vehicle does not correspond to the class /category for which it is registered, the rider will be instructed to change the category. Only a limited number of vehicles will be able to be transferred to another category, so riders are advised to take great care when registering to which class they are applying and that all other information with which they are applying is correct.	
Proof of payment to be sent to:	admin@cronorally.co.za
Event Secretary contact number:	+27 69 112 5278
Event Secretary email address:	admin@cronorally.co.za

19. PROGRAMME OF EVENTS	
<i>The event will take place over a total of 4 days from 8 August 2024 to 11 August 2024. The Bivouac will be open for participants from 07:00 am on 8 August 2024.</i>	
<i>On Thursday, 8 August 2024 the prologue will be held on the farm where the Bivouac is located.</i>	
<i>For the next 3 days, competitors will ride 3 different stages to complete the Rally.</i>	
DATE & TIME	DETAILS BELOW:
Thursday, 8 August 2024	
07:00	Arrival at the Bivouac
08:00	Start of administrative verification, technical checks and scrutineering
14:00	Prologue
19:30 to 20:00	Briefing
Friday, 9 August 2024	
07:00	Start for Rally
19:30 to 20:00	Briefing
Saturday, 10 August 2024	
07:00	Start for Rally
19:30 – 20:00	Briefing
Sunday, 11 August 2024	
07:00	Start for Rally
18:00	Podium / Prize Giving Ceremony

20. OFFICIAL NOTICE BOARD
Refer to Standing Supplementary Regulations as shown below, as well as GCR 17:
SSR 350b) (ii) of the 2024 MSA SA National Cross Country Motorcycle SSR's
Notifications will be done via WhatsApp group: https://chat.whatsapp.com/Hz23GL75ysi9Ne2xqJmlGn (Official Notice Board)

21. DOCUMENTATION
Competitors are to electronically forward a copy of their competition licence (scanned copy or photograph) to the event organisers/promoters together with their entry form / online entry application.
Competitors can download copies of their competition licences from the msaonline.co.za platform.
Prior to the start of the event an administrative control will be organized, in order to check the MSA licences, driving licences, make and model of the motorcycle, and compliance with the category in which the vehicle has been entered. During the administrative control, various safety equipment and different information will be distributed to the competitors.

22. SCRUTINEERING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 245, 253 and 254:

SSR 328 j) of the 2024 MSA SA National Cross Country Motorcycle SSR's

Self-scrutineering declaration form will be sent out with event supplementary regulations and/or entry forms.

Before the start of the event, technical inspection of all the vehicles will be conducted.

During the whole event the Chief Scrutineer can check any motorcycle.

The competitor is responsible at any time of the Rally for the technical conformity of his/her motorcycle.

A motorcycle, the construction or condition of which is considered to be or may become a source of danger may be disqualified at any time during the event.

All Technical Consultants and Scrutineers must submit all relevant reports including technical non-compliance reports to MSA after an event.

23. RIDERS BRIEFING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 121 and 141 iv):

SSR 334 of the 2024 MSA SA National Cross Country Motorcycle SSR's

24. SAFETY APPAREL / EQUIPMENT

Refer to Standing Supplementary Regulations as shown below, as well as GCR 239:

SSR 328 i) of the 2024 MSA SA National Cross Country Motorcycle SSR's

25. SOUND CONTROL

For sound test details please refer to the Technical Regulations.

Before the race:

All the motorcycles must pass the sound control test. If a motorcycle does not pass the sound control test, the competitor must immediately solve the problem.

During the race:

For the sound control during and after the race, if during the test, the machine exceeds the maximum allowed level allowed the competitor will be penalised as follows:

- 1st offence – 15 minute penalty
- 2nd offence – 60 minute penalty
- 3rd offence – disqualification from the event

A competitor wishing to repair or replace the silencer of his machine can do so at the end of the day.

The competitor has 30 minutes to complete the task.

During the 30 minutes allocated, the competitor may request as many sound control tests as he/she wishes.

After 30 minutes, the competitor will be asked to present his machine to the official responsible for controlling the sound level of the machines.

If the sound level is still above the required standard, the competitor will be penalised according to the above mentioned rule.

At the end of the day, a sound control test will be carried out during the 30 minute allowance. If the test is passed, the silencer will be marked with the official paint. If not, the competitor will be penalised according to the above mentioned rule.

26. ROAD BOOK AND NAVIGATION

The route of the Rally will remain a secret until the road books are distributed to the competitors.

ROAD BOOK:

The road book is in a 145mm wide roll for Bikes and Side x Sides. Both have total distance notes and relative distance notes to the next tulip.

It is absolutely forbidden to go in the opposite direction of the route and it is not allowed to go off the track. This incurs penalties up to exclusion of the race.

The use of the Electronic Road Book is optional. Electronic road book will be in .pdf format. No protest will be accepted concerning the format, availability or the use of the electronic road book.

Between two compulsory points of passage the itinerary of the road book is recommended.

Any danger!! (Danger 3) will be WPS (validation at 90 meters).

NAVIGATION:

It is possible to navigate with:

- ROAD BOOK (paper or electronic)
- GPS (GPS device or compatible phone/tablet)

The type of navigation is determined by the class.

Each class is navigated in a certain way.

In all classes that ride on a road book, it implies that the rider uses a paper road book.

In the case the rider wants to navigate to the electronic road book, he is obliged to mention it on the application!

Paper road book carriers, electronic road book display devices and GPS devices are provided by the riders themselves!

The organiser will make sure that all riders, depending on the chosen mode of navigation, receive a road book (paper or electronic) on time.

Riders navigating by the road book are not allowed to use GPS devices to navigate. GPS devices will be cleared before the start of the day and used as a backup to record the route.

Riders are expected to be well versed in the technology they use for navigation.

27. PRE-RACE / PADDOCK / PARC FERMÉ

Refer to Standing Supplementary Regulations as shown below as well as GCR 252:

[SSR 336 of the 2024 MSA SA National Cross Country Motorcycle SSR's](#)

28. STARTS

Refer to Standing Supplementary Regulations as shown below, as well as GCR's 261 – 265, 267 - 271:

[SSR 338 of the 2024 MSA SA National Cross Country Motorcycle SSR's](#)

STARTING ORDER

Prologue / First Stage:

The starting order for the first stage will be determined by the Prologue on the 8 August 2024.

Starting orders will be published at the first briefing on 8 August 2024 after the Briefing.

Second, and Third Stage:

The starting order of the following stages will be established on the basis of the time achieved in the Selective Section of the previous day plus the Selective Section penalties (speed, missing waypoints, etc) obtained in this Selective Section.

Motorcycles will be the first to start the race.

SSV's will start not less than 20 minutes after the last motorcycle starts.

The starting times for each competitor, from the Bivouac and Selective Sections will be strictly on time cards and without delay. Failure to start at these times will result in penalties or in case where it is more than 60 minutes past the actual start time, the competitor will be excluded from this day's route. A maximum time penalty will be applied and the competitor may continue the next day.

ROAD BOOK RALLY starts first and then SSV's.

29. REFUELLING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 240:

[SSR 344 of the 2024 MSA SA National Cross Country Motorcycle SSR's](#)

The competitor alone is responsible for refuelling.

Refuelling must be done with the engine cut. The competitor cannot be on his/her motorcycle.

At least 15 minute neutralization will be put in place at CP1 and 15 minutes at CP2 for fuelling. The end of the Special Section will be a DSP (designated service point) so crew are allowed to carry out repairs.

Minimum fuel requirement of vehicles for the Crono Rally is 250km.

Exact fuel requirements for each stage as well as fuel refill points will be highlighted in the road book with a GPS coordinate.

30. PITS

Refer to Standing Supplementary Regulations as shown below as well as GCR 251

SSR 346 g) of the 2024 MSA SA National Cross Country Motorcycle SSR's

31. SIGNALLING

Refer to Appendix H

32. GENERAL RACE INFORMATION

PUBLIC ROADS:

Refer to Standing Supplementary Regulations as shown below, as well as GCR 243:

SSR 340 of the 2024 MSA SA National Cross Country Motorcycle SSR's

INSURANCE

- Insurance for case of motorcycle and equipment damage and theft is recommended since the organiser is not responsible for such cases.
- Every vehicle that participates in the Rally must have some sort of vehicle insurance.

ROUTES AND TRAFFIC

- The Route is divided into Stages that comprise one or several Selective Sections (SS) connected by Road Sections (Connections).
- The race will take place on roads open to public traffic.
- Throughout the duration of the event, the competitors must strictly comply with the traffic regulations.
- Riders are obliged to personally take care of their own safety at all times as well as the safety of all other competitors and all other road users as well as the local population.
- Especially for vehicles passing through residential areas, a designated maximum speed limit of 30 to 50 kilometers is set, unless the local road codes and signs state lower limits.
- Competitors will be monitored by GPS tracking system, throughout the stage(s). Any deviation from the route, speeding or any other rules violation will be recorded and penalised.
- In each case, the penalties can reach up to and exclusion from the race.
- No matter how hard we try, public roads can NEVER be 100% closed to traffic. It is impossible to completely prevent or control the behaviour of other people and there is always the possibility that someone will appear on the route suddenly, that they will drive in the opposite direction and the like.
- The organiser disclaims all liability in case of traffic and other accidents as well as any related damages.

LAND / PROPERTY OWNER/S:

Nuwefontein and Sandveld – An Cornelissen

Windheuwel – Jolanda Cornelissen

Die Houthoop – Veronica van Wyk

QUALIFYING SPECIAL STAGE (PROLOGUE):

- The Qualifying Special Stage is a selective sector used to establish the starting order of the event.
- A multiplying factor of 5 will be applied to each time of this Special Stage.
- The length of this stage will be up to 30km.
- The course of the Qualifying Special Stage will not include any waypoint or speed control.
- A small number of spectators and fans are expected along the track.

STAGES:

- Stages are designed so that all experienced riders can complete them safely and on time. However, some parts are demanding and many other factors such as weather forecasts or local unforeseen events can affect the route, riders and their vehicles.
- The organisers reserve the right to change the planned stage / track at any time and inform the riders about it in time.
- The trails consist of various roads and paths including asphalt, jeep tracks, old neglected roads, off road sections, etc.
- The stages are divided into Selective Sections (SS) and Road Sections (LS – Liaisons or NZ – Neutralization Zones).
- After each Stage, a minimum rest period of 6 hours is compulsory. The Clerk of the Course may allow a competitor to start the following Stage without proof of the 6 hours rest, once only, according to the advice of the event Chief Medical Officer (CMO). In this case, the competitor must turn up one hour before his theoretical start.

SELECTIVE SECTIONS (SS):

- Selective Sections are run on tracks and sections off “road” open to the public. The greatest care is recommended in relation to other possible road users.
- Selective Sections (synonymous expressions: “Special Stage”, “Special Section” or “Selective Stage”) are timed sections of the Stage.
- The goal is to pass the Selective Section as fast as possible while respecting the speed limits and all other rules and regulations.
- Exact time for the start of every Selective Section will be determined (for each competitor). Delay in the start of Selective Section(s) will be penalised. Failure to start within 30 minutes of allotted time will lead to exclusion from the day’s stage.
- **It is forbidden for competitors to ride in the opposite direction of the Selective Sections, under threat of penalty which may result in disqualification from the event.**

START OF A SELECTIVE SECTION:

- At the start of a Selective Section, when the motorcycle comes to a stop in front of the starting control, the timekeeper on duty will enter on the time card of the competitor the true starting time of the motorcycle concerned (hour and minute), then will call out the last 30 seconds, 15 seconds and last five seconds one at a time. After the last five seconds, the starting signal will be given and this must be immediately followed by the starting of the motorcycle.
- Remaining on the start line for more than 30 seconds after the start signal, will incur a penalty of two minutes.
- Any competitor refusing to leave at the start of a Selective Section at the time and in the position that have been allotted will be penalised, possibly by disqualification from the event.
- The start of a Selective Section at the time indicated on the time card can be delayed by the timekeeper.
- A start made before the official has given the signal will be penalised by one minute. This penalization does not rule out more serious sanctions that may be applied, particularly in the case of a repeated offence.
- When a competitor is unable to present his motorcycle with his engine running at the start of a Selective Section, the penalty shall be one minute per minute of lateness.

ARRIVAL AT A SELECTIVE SECTION:

- The arrival at the Selective Section will be judged at speed, with the panels being arranged as follows:
 - a) Yellow chequered panel (start of zone)
 - b) After about 100 meters, red chequered panels (arrival at speed)
 - c) At a distance of about 150 to 300 meters, 2 red panels (timepiece and STOP) and a final beige panel “zone exit” with 3 cross bars.
- A voluntary stop between the yellow warning panel and the STOP panel is prohibited, under threat of penalty that may result in disqualification from the event. Timing is recorded on the finish line with clocking in equipment. A “photo finish” camera will also be installed in order to resolve ties. The latter will be duplicated by hand-held stopwatches.
- At the finish, the competitor shall stop at a time check signalled by a red clock and a red STOP panel. The timekeeper on duty will enter on the time card the arrival time. Any competitor not stopping at the STOP panel to enter his time will be penalised, up to disqualification.
- The arrival times are recorded on the basis of seconds.

NO START OR ABANDON IN A SELECTIVE SECTION / STAGE:

- The competitor who does not wish or cannot start a Stage must still present himself or be represented by somebody at the start of the Stage or have informed the Clerk of the Course before the start of the stage. In this case, he will receive a penalty as follows:
Three (3) hours + Sporting Penalty (SP) + Maximum time of the Selective Section + the value of all waypoints not validated.
- The competitor who starts a Stage and then leaves the Stage will receive the following penalty (it is not allowed for him to join the finish line after leaving the track):
Ninety (90) minutes for having left the stage + SP + maximum time of the Selective Section + the value of all waypoints not validated.
- In order to receive a finishers medal, a competitor must take the start of the last Selective Section, cross the finish line and park his motorcycle in Parc Ferme before the closing deadline.

CONTROL ZONES:

All controls must be passed in order defined by the Road Book.

All controls, i.e. time checks, start and finish of Selective Sections, Passage Control will be marked in the GPS with a "WPS" and will be indicated by means of standardised panels as follows:

- a) The entrance of the control zone is indicated by a warning panel with a yellow background. At a distance of about 100m, the position of the control point is indicated by a panel with a red background. The end of the control zone, approximately 100 meters further on, is indicated by a final panel with a beige background and three black cross-bars. The panels are always on the right of the control zone.
- b) Any control zone, i.e. any zone between the first yellow warning panel and the final beige panel is considered as Parc Ferme. The duration of the stop must not exceed the time required for the control operations.
- c) It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the Rally or to re-enter a control area once checking in has taken place at this control, on pain of:
 - 1st offence – 10 minutes
 - 2nd offence – 1 hour
 - 3rd offence and following – 3 hours
- d) The ideal time for clocking-in is the sole responsibility of the competitors. The official time is the GPS time.
- e) The competitors are required, under threat of penalty which may result in disqualification from the event, to follow the instructions of the chief of the control point.
- f) All distances defining the control zones are approximate and in no case can be subject to complaints.

SPEED CONTROL ZONES:

- In the zones defined as Speed Control Zones, the speed of the competitors, in the Road Sections as well as in the Selective Sections, will be limited. The value of this limitation will be indicated in the Road Book. Moreover, it is the responsibility of the competitor to adapt his speed to the local population and traffic.
- These zones will be marked on the Road Book by a box marked DZ (start of zone), a FZ box (end of zone) and the maximum speed allowed. The absence of indicating signs for speed cannot give cause to protest.
- All the liaison zones will be considered as "Speed Control Zones".
- In some cases, when the competitors have to reduce their speed significantly, at the crossing of a road for example, a speed control zone (DZ – FZ at 40km/h) will be defined.
- Overtaking is authorised, on condition that the maximum speed authorized in the zone is not exceeded.
- Speed controls will be done by means of GPS tracking.
- A deceleration area of 100 meters around the start of the zone as well as an acceleration area of 100 meters around the end of the zone will be allowed.
- A Speed Infringement (SI) is made when the maximum speed is exceeded once or several times in the same Speed Control Zone.
- When speeding, a pulse signal is recorded in the GPS. Each pulse signal (IMP) will be penalised.
- The controls will be ordered by the Clerk of the Course or the Stewards and executed by a GPS technician in the presence of an official or a Judge of Fact.

START OF THE CONTROL ZONE:

The entry of a speed control zone recorded in the GPS will be indicated on the road book by a marked "DZ" and by a safety waypoint (WPS). To validate the entry of Zone "DZ", the competitor must pass at less than 100 meters (radius around the WPMS "DZ").

SPEED CONTROL ZONE:

The control zone will appear permanently on the road book, meaning that they can in no way claim not to know either the entrance or exit of the zone. The speed of a competitor will be limited to the maximum speed allowed between the point of entry and exit point of the zone, regardless of the route taken between these two points.

END OF THE CONTROL ZONE:

The end of the Speed control zone will be indicated on the road book by a box marked "FZ" and by an eclipse waypoint (WPE). Around this point with a radius a zone of tolerance will be set. In this zone, the competitor may accelerate again. The exit point of the speed control zone is a compulsory point of passage. To validate the exit of Zone "FZ", the competitor must pass at less than 100 meters (radius around the WPE "FZ").

CUT OFF TIMES:

Each Check Point will have a cut off time which will be communicated at every riders briefing. If a rider does not reach the check point by the specified cut of time, the rider will not be allowed to continue with the planned SS, but rather be routed back to the Bivouac via a public road and will receive time penalties for the missed section and be penalized for all the missed way points. The competitor may complete the next day/s stages.

CUT AND RUN:

If a rider does not reach the check point and he requires to 'cut and run' not finishing the stage or part thereof, the rider will not be allowed to continue with any of the following planned SS, but rather be routed back to the Bivouac via a public road and will receive time penalties for the missed section and be penalized for all the missed way points. The competitor may complete the next day/s stages.

SUCCESSIVE SPEED CONTROL ZONES:

When a speed control zone is made of two successive areas, with two different speed of different values, the maximum speed within a radius of 100 meters of entering waypoint of the second section will always be the highest speed of the two areas.

In the case of a decreasing speed limit, entering the 100 meters radius of this waypoint will be the start of the deceleration area. In an area made of 2 successive speed control zone, with 2 maximum speeds of different values, the waypoint in-between will warn of the modification of the speed limit.

PASSAGE CONTROL:

Passage controls will be set up along the route at selected positions. The location of non-hidden passage controls will be stated on the Road Book and in the GPS route.

Non-hidden / public controls will be clearly marked on the route with the official rally graphic symbols.

HIDDEN PASSAGE CONTROL:

On multiple positions of each route, secret pass controls will be placed. The riders won't be notified of the hidden passage controls by the GPS data.

CLOSING OF THE PASSAGE CONTROL:

All passage controls will be opened the whole time until the time, predicted for the last rider to enter the stage to finish the ride, has passed.

SIGNALISATION:

Stage terrain signalization will be announced on these web pages shortly before the start of the Rally and will be explained at the briefings.

ASSISTANCE AND TOWING:

The vehicles and personnel intended to provide technical assistance to competitors must pass through the administrative control and be identified. They are hereinafter referred to by assistance category.

Assistance and towing of a competitor still in the race can be done only by vehicles / persons officially entered in the race or in the Assistance category. All racing vehicles, once they have abandoned the race and therefore have crossed out in black the number plates and the race number can be considered as assistance vehicles, if authorized by the race director. All infractions of the assistance regulations will incur penalties up to and including disqualification from the race.

A competitor is responsible for his assistance and/or mechanic. Any irregular behaviour of the assistant and/or mechanic during the event (verifications, liaison, authorised assistance area, parc-ferme, paddock, etc) will result in a penalty for the competitor.

PARC FERME:

Once a competitor arrives at the bivouac his vehicle must go into Parc Feme for the rally organisation's scrutineer/s to inspect. The Rider or mechanic may only remove his vehicle on authorization of the CoC working together the scrutineer. No unauthorized persons are allowed to move these vehicles while in Parc Ferme.

HELP IN CASE OF ACCIDENT:

In the event of an accident, the Stewards may award time back to a competitor who has stopped to help another injured competitor. This awarding of time is at the sole discretion of the Stewards.

To prove that they helped in an accident, the competitor is required to gather evidence and submit it to the organiser.

Unjustified stopping in the area of the accident will not be rewarded with subtraction of the time spent.

SSR 347 of the 2024 MSA SA National Cross Country Motorcycle SSR's

33. TIMING AND TRACKING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 163 and 164:

SSR 348 of the 2024 MSA SA National Cross Country Motorcycle SSR's

TIMING:

The Crono Rally timing system enables:

- Live checkpoints
- Live results (web / smartphone app)

TIME CARD:

1. At the start of each day, the competitors will receive a time card on which are indicated the times allotted for covering each Road Section and the maximum times authorised for each Selective Section. Each time card will be returned to the timekeeper at the finish of each Stage. The competitor alone is responsible for his/her timecard.
2. Any correction or alteration to the card which has not been approved in writing by a controller will result in disqualification from the event.

3. Presentation of the time card at the various checks and the exactness of the entries thereon is the entire responsibility of the competitor. Only timekeepers are authorized to enter a time on the card.
4. Competitors are obligatory required, under threat of penalty which may result in disqualification from the event, to be checked-in on passing all the points mentioned on the time card, and in the order in which they are listed.
The absence of the time card to any control whatsoever will result in a fixed penalty, possibly disqualification from the event.
These time penalties can vary from one Stage to another.
The loss of a time card will result in a penalty of 30 minutes.
5. A competitor cannot present his/her time card at a control without his/her motorcycle.

TRACKING:

The Crono Rally satellite tracking & safety system enables:

- Live location
 - GPX track
 - Speed
 - Trajectories of vehicles
 - Deviation from the route
 - Violations of speed limits
- Organization to competitor(s) in cases of e.g.:
- Unforeseen events i.e. a blocked path
 - Any important changes
 - Unexpected dangers on the route
- Competitor(s) to organization in cases of e.g.:
- SOS / ask for help
 - Unforeseen events i.e. a blocked path
 - Unexpected dangers on the route
 - Vehicle failures / technical issues
 - Accidents
 - Request for medical attention
- Warning / informing competitors about:
 - Speed limits
 - Dangers (also stated in the road book)
 - Entering in / exiting from neutralizations
 - Waypoint (proximity)

34. SAFETY

SAFETY RULES:

All riders are required to strictly follow these safety rules:

1. Tracking devices that will be used on Crono Rally are obligatory for every rider. Every rider is obligated to use safety devices as per instruction they will be given before the start of the rally including, reporting (without delay) technical issues, accidents and injuries to the organisers.
2. All riders are required to navigate exclusively by the navigation system prescribed for the class they compete in and navigation type they chose (i.e. paper road book or digital road book).
3. All riders are required to have a functional mobile phone and first aid kit with them throughout the race.
4. When the engine is running, the rider must have his/her helmet on except during the service of the motorcycle, in the base.
5. It is forbidden to transport fuel in any other way but in fuel tanks designed for this purpose.
6. Transport of objects, spare parts, tools, etc susceptible to cause injuries to a competitor in the back pack, belt or similar, is forbidden.
7. Any rider's behaviour that may adversely affect the safety of other participants and/or third parties will be severely sanctioned.
8. Riders are required not to ride if they have health problems.

Failure to follow the above rules will result in the rider being refused to start the stage.

If necessary, for safety reasons, the organiser will also, via mobile phone, try to establish communication with riders.

GENERAL SAFETY INSTRUCTIONS:

Throughout the event, participants are required to follow the organiser and staff's instructions. The organiser explicitly requests that the participants accept and follow all given instructions.

ANY consumption of alcohol by a competitor or crews and any use of drugs and other illicit substances is prohibited throughout the entire event.

It is in the personal interest of the rider as well as the interest of other participants that everyone adheres to these instructions. In case of violation of the safety regulations, the organiser reserves the right to exclude any rider from further participation in the rally.

Mental and physical fitness are essential for attending this event. All participants are obligated to inform the organiser about any health issues.

It is forbidden to start a rally under the influence of alcohol, drugs or any other narcotic and/or illicit substances

Each participant must be aware of and accept the following facts:

- The Crono Rally is held in remote and sometimes difficult to reach areas, sometimes it involves riding through rough terrain under unpredictable weather conditions and associated route conditions. Taking this into consideration, there is limited availability for assistance in the event of any accident or distress.
- The riding speed must be consistent with the conditions of the terrain, the physical fitness and skills of the rider, all with the aim of maximizing the overall safety of the rider and all other participants of the rally.
- Wrong assessment of one's own capabilities and lack of experience, damage to vehicles as a result of an accident or mechanical wear and tear, unsportsmanlike conduct and neglect of safe riding advice are the most common causes of accidents, injuries and sometimes death.
- The participants themselves are responsible for the control of the vehicle before the start of the stage.
- Each participant should take into account their current state before starting the stage.
- As always it is important to avoid unnecessary risk.
- The length of the rally and the long daily route leads to inevitable concentration problems.
- In case of any health problems or concerns, participants must inform the organiser on time about his/her physical condition.
- Wearing a helmet is obligatory for the category Motorcycle and SSV's as well as using a seat belt for the category SSV's.
- All parts of the vehicle must be permanently mounted or secured in a way that it doesn't endanger participants or spectators.
- Even with the greatest efforts of the organiser and with the help of local municipalities, the Ministry of Transport and all others involved – the route can **NEVER be 100% closed to "public" traffic!**
- Despite all the efforts, it is impossible to ensure that a domestic animal, farmers, or locals riding a tractor in the opposite direction won't appear on the route. You can never be sure that no surprise will appear behind the next curve.
- By taking a detour from the route, the rider may find himself in a restricted or dangerous area.

The organiser kindly asks all participants to pay maximum attention to their own safety and security, the safety of the participants of the rally and everyone present.

We especially kindly ask all participants to pay attention to the safety of young children, observers, domestic animals and all other living creatures and nature of the Northern Cape.

Riders must be aware of the situation on the terrain before starting the stage and are personally responsible for requesting all information if they feel they have not been provided with it at the regular briefing.

35. MEDICAL ASSISTANCE

During the entire event, the following will be available to all riders and participants.

- An ambulance with a doctor and first aid medical equipment permanently located in the Bivouac
- An ambulance with medical personnel at each Check Point and one ambulance patrolling the route.
- 2 x 4x4 vehicles on the route for recoveries.
- Backup Search and Rescue team on demand.

36. SCORING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 200 (viii), 229, 230 and 232, 276 - 279:

[SSR 322 of the 2024 MSA SA National Cross Country Motorcycle SSR's](#)

THE BEST RESULTS:

Selective Section (synonymous expressions: “Special Stage”, “Special Section” or “Selective Stage”) are time sections of the stage. The competitor’s goal is to pass the Selective Section(s) fastest possible while respecting the speed limits and all other rules and regulations.

The best result on each stage is calculated as:

Time on SS + Penalties

Penalties on both, Selective Section(s) and Liaison Section(s) will be taken in this calculation.

Best results in final classification are calculated as:

Total time on all Selective Section + Penalties from all Sections (Selective + Liaisons)

37. PENALTIES

Refer to Standing Supplementary Regulations as shown below, as well as GCR 175:

SSR 351 of the 2024 MSA SA National Cross Country Motorcycle SSR’s

MISSED CHECK POINT PENALTIES (CP)

The penalty for missing a check points (CP) is set up to 30 minutes for each violation.

SELECTIVE SECTIONS PENALTIES

Selective Section penalties will result from the total time on Selective Section.

Maximum penalty for SS: **maximum time of section + 2 hours + CP penalties + TC penalties**

LIAISON STAGES PENALTIES

Liaison Stage penalties for motorcycles and SSV’s are strictly proportional to the delay or early arrival, i.e. 1 minute penalty for every minute late or early arrival.

Maximum Liaison Stage Penalty: **maximum time + 2 hours + CP penalties**

SPEEDING PENALTIES

Penalties for exceeding the speed limit will apply as follows:

1. For excess of 1 to 10 km/h – 30 second penalty for each kilometre exceeding the speed limit for each speed limit given in the Road Book, taking into account the higher speed point.
2. For excess of 11 to 20 km/h – 1 minute penalty for each kilometre exceeding the speed limit for each speed limit given in the Road Book, taking into account the higher speed point. Note that this penalty is over and above the lower speed penalty. i.e. both will be applied.
3. For excess of 21 to 40 km/h – 2 minute penalty for each kilometre exceeding the speed limit for each speed limit given in the Road Book, taking into account the higher speed point. Note that this penalty is over and above the lower speed penalty. i.e. both will be applied.
4. For excess of 40 km/h – 3 minute penalty per kilometre up to exclusion from the race. Note that this penalty is over and above the lower speed penalty. i.e. both will be applied.
5. If the speed limits are exceeded repeatedly – the competitor and/or crew will be excluded from the race, even if the excess speed is less than 40 km/h.

OTHER PENALTIES

The Clerk of the Course, taking into account the penalties set by the General Regulations Rally Raid or penalties set by the General Regulation of resistance may impose penalties that can reach as far as exclusion from race.

Other penalties:

- If a rider or crew calls for assistance via mobile phone – 15 minute penalty applies.
- If 3 or more calls are made, the maximum penalty is set, assuming the competitor has not completed the Selective Section.
- Taking a help to get to the Bivouac (towing) by a non-competitor – fixed time penalties.
- For the sound control, if during the test, the machine exceeds the maximum level allowed during the race and after the race the competitor will be penalized as follows:
 - 1st Offence – 15 minutes of penalty
 - 2nd Offence – 60 minutes of penalty
 - 3rd Offence – disqualification from the event

ENGINE REPLACEMENT

Any replacement parts for an engine are allowed excluding the housing containing the engine number registered to that vehicle, but by breaking the engine seal a 15min penalty will be issued if any parts are changed. A rider may ask for the seal to be broken for inspection purposes, this needs to be arranged with the CoC.

Should a rider require a full engine change this is permitted but a 6 hour penalty will be imposed for the engine change to the vehicle.

ON-TIME LIMITS:

Time limits are set throughout the day stages.

If a competitor exceeds the given time limits at Check Points, he is considered out of race on given Stage, accepting the penalties, and he/she can continue to the next Stage.

The time limit(s) may be modified by the organisers at any time upon proposal to the Race Director, especially if the delay has come from a CP or TC before the middle of the race. Meaning the delay in the first TC cannot be over 60 minutes, over 90 minutes for the second TC, etc.

SSV's that exceed these times in a Stage, can start the next Stage, with corresponding penalties from the stage that was not completed.

38. PROTESTS / APPEALS

Refer to Standing Supplementary Regulations as shown below, as well as GCR 175:

[SSR 351 of the 2024 MSA SA National Cross Country Motorcycle SSR's](#)

All protests and appeals will be dealt with as set out in GCR, Parts IX and X.

If the protest calls for the dismantling and refitting of various parts of a motorcycle, the protestor may be asked to pay an additional financial deposit. Refer GCR 199

The final deadline for holding a protest against the classification of a Stage is valid up to three (3) hours after the posting of the Provisional classification of the stage.

The final deadline for protest, at the end of the event, will be half an hour beginning from the time when the official general classification of the Rally is posted.

The Stewards will hear all protests before the beginning of the next stage, or, if the protest regards the last stage, before the announcement of the total results.

39. PRIZE GIVING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 141 x) (h), 207, 279 and 280:

[SSR 324 of the 2024 MSA SA National Cross Country Motorcycle SSR's](#)

The first three placed competitors of each category will receive a medal provided by the organiser.

The schedule for prize giving will be confirmed via a bulletin on the notice board and WhatsApp group.

40. POSTPONEMENT, ABANDONMENT OR CANCELLATION

The meeting will not be postponed, abandoned, or cancelled without the consent of the MSA Steward in accordance with GCR 152 (vii).

Force Majeure – Refer to GCR 62, 152 (vii), 156 and 273.

41. GENERAL

Safety Plan and Operational Plans will be available via the Electronic Notice Board, and will be available from the Event Secretary, as per the requirements of THE SAFETY & RECREATION ACT 2 OF 2010 – Refer to GCR 284.

Despite our efforts to make the Crono Rally Raid safe and despite all experience and knowledge of the riders, accidents are always a possibility at events such as Cross Country Rallies.

It is assumed that all participants are aware of all the risks involved in participating in the rally. To participate in Crono Rally means to participate in a motor sport in which speed and adventure is an important factor.

Riders are strongly advised to check whether and to what extent their insurance covers the risk of such accidents, medical care and third party liability.

The organiser undertakes to provide first aid, possible medical intervention on the terrain (doctors and paramedics) and the transport to the hospital.
For all activities that riders do prior to the official start of the Rally that are not included in the official itinerary and/or not related to the Rally, as for all other activities after the Rally finish, riders are strongly recommended to have additional insurance (third party liability, accident insurance, travel insurance).
FOOD: Breakfast and dinner will be supplied by the organisation for the duration of the event at the Bivouac. A set menu is available. If the competitor does not, for health reasons or any other valid written submission, make use of the meals, a cost refund will be made to the competitor only after the event with proof of not making use of meals.
ACCOMMODATION: Basic accommodations included. Bivouac: <ul style="list-style-type: none"> • 40 Double rooms for competitors only. • Camper van camping spots. • Camping spots for your own tents for crews. <p>NO competitor will be allowed to book accommodation outside of the bivouac unless written permission is granted by the Bivouac Master. Daily clock in and out roll-call will be done.</p>

42. TERMINOLOGY AND DEFINITIONS	
ALLOTTED TIME	Each stage must be run in the allotted time which must be respected by all competitors. Any passing of this allotted time will result in a penalty by the minute.
BIVOUAC	Rally camp located where all competitors re-group, this zone is located in the road book and GPS track. All stages start and end in the Bivouac. In the Bivouac, servicing is free between the competitors still in the race and with machines and/or people registered in the Assistance Category.
BRIEFING	The briefing held by the organiser or his delegate. The participation of the competitors is compulsory. The text of the briefing concerning security and other important topics will also be published on the Official Notice Board.
CP (PASSAGE CONTROL)	A zone where the time will be checked and marked by the IT tracking system.
COG (CAP OVER GROUND)	Information given by the GPS, indicating the heading followed by a moving vehicle.
CTW (CAP TO WAYPOINT)	Information given by the GPS, indicating the heading to follow up to the next Waypoint.
DISQUALIFICATION	Penalty decided by the Stewards following an important infringement of the Crono Rally Regulations.
DURATION OF THE EVENT	The event starts with the administrative control or technical inspection and ends upon the expiry of one of the following time limits, whichever is the later: <ul style="list-style-type: none"> • Time limit for protests or appeals • End of the administrative checking and post-event technical control carried out in accordance with the Crono Rally Raid Rules and Regulations. • End of the prize giving.
DZ	The entrance of the speed control zone and, when possible, marked by a precise reference marker and a waypoint (WPS). In case of discrepancy between the two the waypoint will be binding.
ESTIMATED TIME	Time estimated by the Organiser to cover a stage.
FIXED PENALTY (FP)	A time penalty to be added to penalties already incurred by competitors.
FZ	The end of a speed control zone.
GPS	A "Global Positioning System" – a system using satellite to localise precisely longitude, latitude and altitude at a point on earth.

LIAISON PENALTY (PL)	Time penalty that rider gets on liaisons, to be added to the other penalties.
MALLE MOTO	Malle Moto, French for “Trunk Motorbike”, is a category in which riders of motorcycles and SSV’s are almost completely unassisted.
MAXIMUM TIME ALLOWED	Time given for each Liaison and maximum time given for each Special Stage, which, if passed, will result in the application of a fixed penalty in minutes. At this moment, the control is considered closed for the competitor in question.
NEUTRALISATION	A specified time (in minutes) in which the competitor stops at the designated stopping points (<i>fuel points, refreshments, etc</i>) and which will not be added to the total time on the track.
OFFICIAL ITINERARY	This is represented by the passage through each waypoint to be followed compulsorily on pain of penalties.
OVERALL CLASSIFICATION	Overall classification of all categories together.
PARC FERME	Zone in which no maintenance, preparation or interventions are allowed.
RALLY HQ	Rally headquarters. Score point of the Rally, coordinating and managing the race.
REAL TIME	The time actually used for the course of a Selective Section
REGROUPING	Stop provided by the Clerk of the Course in order to allow the regrouping of competitors still in the event and reduce the intervals (Parc Ferme conditions). The stopping time may be different depending on the competitors.
ROAD BOOK	Each competitor in road book classes will receive a road book in the form of a paper roll, size A5, or in electronic format, .pdf, with all the information important for navigation, containing characteristic notes and the compulsory waypoints, which they must observe on pain of penalties.
ROAD SECTION	Part of the route, to be done in the allotted time, between two successive time checks.
ROUTE	This is defined by the official road book of the event, confirmed by the rider of the opening vehicle.
SELECTIVE SECTION (SS)	True speed test in real time. Starts of Selective Sections are preceded by or twinned with a Time Check for the starts, and followed by a Time Check after the finish.
SI (SPEED INFRINGEMENT)	Any speed exceeding the maximum speed allowed in a Speed Control Zone.
SOG (SPEED OVER GROUND)	Information given by the GPS, indicating the speed of a moving vehicle.
SPORTING PENALTY	A time penalty to be added to penalties already incurred by competitors in special cases.
STAGE	Each part of the Rally is separated by a camp site.
QUALIFYING SPECIAL STAGE	Qualifying Special Stage is a Stage which will determine the starting order for the next Stage. It shall count for the classification of the event as well as any road penalties relating thereto. These penalties will be taken into account for the general classification of the stage and applied the same day.
TC / ATC	Time Control / Arrival Time Control
TIME CARD	Card intended for affixing the markings of the various TC/CP carried out over the itinerary.
WPM (HIDDEN WAYPOINT)	A compulsory passage point indicated in the road book, the coordinates of which are not revealed to the competitors.
WPN (WAYPOINT NAVIGATION)	The argument for this validation radius of 200m is to allow the competitors more freedom to validate a WPN especially in off piste or dunes. The organiser will define the exact position during his reconnaissance and doing so he will consider the ground (gravel, grass, etc) for location of the waypoint. Even when doing so, with many vehicles passing the waypoint the situation may change (i.e. vehicles get stuck, the terrain may change, etc) during the rally. The organiser may use this waypoint to prevent competitors from avoiding challenging routes or navigation difficulties.
WPS (SAFETY WAYPOINT)	A compulsory passage point, where the coordinates are given to the competitors by the road book and memorised in the GPS. The waypoint will validate at 90 meters. Towards a WPS, all available information is displayed on the screen of the GPS.

	WPS can be used for security reasons to prevent cuts and must be used in any danger. (Danger 3)
WPT	Waypoint (GPS point). A GPS point is a geographical point defined by coordinates of longitude and latitude. There are several types of GPS points: WPM, WPN, WPV, WPS. Each waypoint noted on the road book is a compulsory passage point.
WPV (VISIBLE WAYPOINT)	A point the coordinates of which are given to the competitors by the road book and memorised in the GPS. Towards a visible waypoint, all available information is displayed on the screen of the GPS.
WPP (PRECISE WAYPOINT)	A WPP is a waypoint that allows to check precisely the respect of the road book follow-up on the tracks, without navigation information provided by the NAVGPS. Its number and its order of passage in relation to other waypoints are only shown in the waypoint list of the road book.
WPC (WAYPOINT CONTROL)	A WPC is a waypoint that allows the respect of the road book to be checked, without any navigation information being supplied by the GPS other than, the order of passage in relation to other waypoints or boxes in the road book, as well as its name.

43. MEDIA

Any media wishing to attend the event is required to contact MSA for accreditation two weeks prior to the date of event – jaco@motorsport.co.za / 011 675 2220.

MSA accredited media personnel are required to:

- Report to Documentation on arrival to sign on the Media Attendance Register which will be submitted to MSA after the event and;
- Obtain permission from the Clerk of the Course to go out on the track / route during the event.