

2017 Event Format & Regulations

We advise that Teams who wish to enter the event **MUST** read these regulations thoroughly before submitting an entry form to avoid any problems/disappointment of being turned away at scrutineering!

This year's De-Cider Trophy will be run under the Challenge South West Event regulations as modified below, covered by private insurance and authorized by the IOPD.

Drivers **and Co-Drivers will be required to have either an MSA or IOPD Competition License** to compete in this event. IOPD License's will be available on the day at £5 for the event.

We now require competitors to register and sign on BEFORE unloading their competition vehicle. By doing this, the entire site becomes a competition area and you will be covered under our insurance as a competitor for third party liability. Anyone who unloads before signing on does so at their own liability.

The general format will comprise as follows:

There will be a mix of Punches and Stages on Friday and Saturday. There will be a day and night stage on Friday evening which leaves the Saturday free for the traditional De-Cider Hog Roast. Being our 10th anniversary we feel this should be a bit more of a celebration hence the change in timetable which will allow for recovery and a leisurely drive home on Sunday

The concept of the event will be as previous years with the emphasis on being a fun event with a good social side. The layout of the event will be tough but not be set up to be intentionally dangerous or damaging (although the ultimate responsibility of this will lie with the competitors). The event is aimed predominantly at competitors at the higher end of the experience and competency levels from the off road challenge scene but competitors from any level are welcome to enter.

What can you expect? Anything and everything we can think up and throw in your path to challenge you as a team, your vehicle, your ability to navigate and make choices and decisions. To try and give longer stages with more driving there is inevitable going to be some waiting. We only have a limited amount of space and have to cram allot into what we have available.

SPONSORSHIP

This year the De-Cider Trophy is again being very kindly supported by Odyssey Batteries to whom we are again deeply grateful for their continued and generous support.

CHARITY COLLECTION

This year we will again be collecting towards Prostate Cancer.

EVENT ENTRY FORM

The entry form, apart from standard information also asks for **mandatory** details of your food choice for Fri evening. There is also the option to pre order and pay for pack lunches for both Friday and Saturday if you would like them and to book and pay for additional meals for anyone on top of your crew allocation

ACCOMODATION

Competitors will be encouraged to camp on site, although use of hotels/B&B will be acceptable. How or what you sleep in is entirely up to you. Camping equipment will NOT be required to be carried with you during the competition. Camping will be at the main Site near High Bickington and will be available from Thursday evening. Please respect all the sites and either use the bins provided or take your rubbish home with you. Toilets will be available at the campsite.

Noise is to be kept to a minimum on and around the campsite to help relations between the land owner and local nearby residents and also to respect those teams who wish to get an early night.

No loud music and generators must be switched off before 11pm!

NAVIGATION

Site Maps will be provided by the organisers as required. A clip board and a selection of pens are recommended.

FOOD and WATER

Some meals and additional meals for additional team members or optional packed lunches need to be pre ordered when you enter so we have numbers to pass on to our caterer.

Included in the entry for all competitors and free to all marshals will be:

- Evening meal on the Fri night.
- Breakfast Sat morning. (Breakfasts will be available at cost on Sunday should you want it).
- 10th anniversary De-Cider Hog Roast and party on the Saturday evening.
- We can provide packed lunches for competitors but these will need to be pre ordered and paid for at time of entry.

The consumption of alcohol in the evening prior to the night event is prohibited. Fresh drinking water will be available on the camp site. The Catering van will be in attendance on the main site from Friday and throughout the weekend but will NOT be at the site at Torrington during the day. (Unfortunately in order to prepare food for Fri evening it can't be on both sites.

FUEL

Competitors should have enough fuel to last them for a day. If you need to have extra fuel cans for thirsty V8's there will be a fuel dump for storing extra cans on the site you are at. Off-site re-fueling will not be allowed between event start and finish times. Re-fueling off site outside of these times will be allowed. The carrying of extra fuel cans on vehicles during the competition will not be allowed.

BREAK DOWNS and REPAIRS

The carrying of spares and tools is strongly recommended. All repairs must be carried out on a sheet to prevent oil spillage. Please take home all your waste.

TRANSIT ROUTES

The event accepts both taxed & MOT'd and non-taxed & MOT'd vehicles and we will need to travel to the second site on Friday early evening. Any transit routes are outside of the

competition and there will be no gain to any vehicle getting to any specified point before the anticipated arrival time. For those wanting to stop over Thursday evening we will endeavor to scrutineer vehicles on trailers to reduce the need to unload and re-load more than necessary. Competitors are reminded if they are travelling on the highway at any time over the weekend to drive with consideration to the local community and requested to give way to other users of the highway where ever possible.

COMMUNICATIONS

The organisers will be using radio communications. A number of marshals will have CB radios and mobile phones for additional emergency use. Competitors may use the designated CB channel or phone number (to be advised at drivers briefing) to contact marshals in the event of an incident, accident or seeking assistance. Competitors are reminded that the terrain may affect the reliability of such equipment.

SUMMARY of GENERAL REGULATIONS

The event will be for individual vehicles, each of which will carry one driver and one co-driver. No other passengers will be allowed and the carrying of passengers on the back of vehicles is strictly prohibited and may incur penalties.

All drivers must have either a full UK or European driving licence.

All vehicles must have a securely fitted roll cage (We strongly recommend the fitting of a full MSA spec cage).

There will be a maximum tyre size of 40 inches (measured as per Regulation 19d)

All competitors must wear a crash helmet that meets the Regulations set out in 21. of the Standing Rules. Helmets to the standard: ECER22-05 will no longer be accepted. As of 2018 all helmets must meet MSA standards.

The event takes place wholly on private land.

Competitors are not allowed to smoke while competing.

The use of any prohibited/banned substances is strictly not allowed at any time and will lead to immediate disqualification with a possible future ban from competing at this event.

We will be carrying out Alcohol testing in the mornings at this event. This will be for both drivers and navigators.

Any competitor failing a morning after test will not be allowed to compete until they can pass a retest. The organiser's also reserve the right to do spot tests at any point during the competition. Should any competitor exercise their right to refuse a random alcohol test the organizer reserves the right to disallow that competitor from continuing with the competition and this may also lead to disqualification from the competition.

With the exception of timed stages a blanket speed limit of 15mph covers all sites (unless otherwise stated) and any vehicle found exceeding this will be severely penalised and may also be disqualified.

There must be no damage or removal of any object within the competition area (i.e. trees, fences, gates, walls etc.). Any accidental damage must be reported to a marshal.

All competitors will obey the organisers/marshals instructions. Their decision in all matters is final. Event organisers may also include any site-specific rules as appropriate to the site or conditions.

ENVIRONMENTAL

All competing vehicles will be subject to noise testing at scrutineering as set out in the technical regulations 10a.

In the event of a breakdown requiring repairs all such work should be carried out on a suitable ground sheet. Do not spill oil or fuel on the ground and inform a marshal of any accidental spillages. Competitors are reminded that it is their responsibility to take any oil contaminated rubbish home for disposal.

Competitors are required to remove all waste/litter and take it home or put in the correct bins provided at the main campsite so it can be recycled/disposed of correctly.

Standing Rules

1) GENERAL SAFETY and EVENT RULES

1. This list should be read in conjunction with the technical rules. In the event of a conflict, the technical rules will prevail.
2. This event is for individual vehicles (unless otherwise stated), each of which may carry one driver and one crewperson providing they are accommodated in securely fixed seats and wearing approved seatbelts or harnesses. All drivers must have current UK or European (or equivalent) driving licences.
3. The driver and crewperson may swap roles providing they both have a valid driving licence.
4. All vehicles entered must comply with the technical rules of the Club as regards construction and equipment.
5. Horns will be used to notify of an emergency. On hearing horns competitors should attempt to assist/locate the problem and notify a marshal.
6. Vehicles must carry a first aid kit and fire extinguisher (of the type specified in Technical Regulations no 3)
7. All items must be securely stowed within a vehicle. Competitors are not allowed to smoke while competing.
8. A blanket speed limit of 15mph covers all sites unless otherwise stated and any vehicle exceeding this may be disqualified from the competition.
9. **Wire cable is no longer allowed for any CSW events.**
10. Winch sails must **NOT** be rolled up and permanently attached to the winch line. Winch sails **must be used** with all winch lines when crossing a track and should be positioned on the line in the centre of the track.
11. The use of gloves is compulsory when handling all winch/recovery equipment.
12. There must be no damage or removal of any object within the competition area (i.e. trees, fences, gates, walls etc.).
13. Tree stops must not be choked around trees but **must be used** at all times to prevent damage when using a tree as an anchor point and **must be kept low at all times** to prevent unnecessary uprooting of trees. Competitors must not attempt to use an anchor point already being used by another competitor.
14. A warning (e.g. clear for winching) must be called out clearly prior to every winching operation if there are spectators present. Competitors must ensure that winch cables are never crossed.

15. In the event of a breakdown, repairs must be carried out on a suitable ground sheet and/or oil absorbent pad. Never spill fuel or oil or drop litter. In the event of any spillage prevent it from spreading and inform a marshal.
16. All competitors will obey the organisers / marshals instructions. Their decision in all matters is final. Event organisers may also include any site specific rules as appropriate to the site or conditions.
17. Intentional outside assistance (spotting or physical help) which may contribute to a team gaining points is not permitted while competing. Any team found breaking this rule may be subject to disciplinary action or automatic disqualification.
18. If you feel at any time that the severity of the terrain is beyond your capability you must stop. You will not be forced into a situation you consider to be potentially dangerous and assistance will be provided if required.

2) WARNINGS and PENALTIES

1. In the event of an infringement of these rules, if possible there will be one verbal warning given before a penalty is charged. Remember that the rules are there for the protection of yourself and others.
2. The organisers or marshals may award penalties to, or disqualify, a competitor without first providing a warning if the act carried out was deemed by the organiser or marshal to be severe or dangerous enough to warrant such a penalty or disqualification. Any and all decisions of this nature shall be notified to the event organiser as soon as practicable. Disqualification decisions should be notified to the event organiser and confirmed immediately. For other penalties, competitors have the right to appeal to the event organiser in the case of extenuating circumstances and his or her decision on such an appeal will be final. All decisions shall become final in any case on completion of the event.
3. We are working closely with other event organisers and any serious breaches of behavior could lead to a ban on entering subsequent events for a period of time as deemed appropriate to the offence. In such cases this may lead to bans from other events organised by other clubs/organisations. We will also uphold this rule for other clubs events for the benefit of safety and reputation of our sport.

TECHNICAL RULES and REGULATIONS

All competitors **MUST** carefully read these rules and regulations and make sure their vehicle complies with the requirements. In the event of any queries please contact a club official for advice. Breaches of safety standards will be noted and if not resolvable on the day may prevent you from competing.

It must be noted that these regulations are not exhaustive and although CSW are not affiliated to the MSA many of the regulations are the same and often refer back to the MSA Blue Book. A copy of this book may be viewed online at www.msauk.org

These regulations shall be deemed to be correct in the event of any conflict between these rules and the MSA Blue Book.

1) SCRUTINEERING

1. Driver and crewperson of all competing and recovery vehicles must present their vehicle (in a clean condition) to the scrutineer for inspection between the designated times prior

to the start of the event. After such time the scrutineer may inspect any late arrivals as/when time allows!

2. **Vehicles do not need to be taxed and MOT'd.** Road legal vehicles are still allowed but there will be no separate classes or prizes.
3. All drivers must present a current UK or European (or equivalent) Driving Licence.
4. Competitors will be immediately advised if their vehicle fails scrutineering, and be advised of all items that failed. Competitors will be given every opportunity to rectify any defects prior to commencing the event. **Should a vehicle be prevented from competing due to failing scrutineering, no refund of any entry fees will be made!**
5. Should any vehicle be presented with what is considered by the event scrutineer to be a safety critical defect, or indeed be lacking any item of safety critical equipment, then it will not be allowed to complete in that event.
6. Any decisions that prevent a vehicle from competing shall be ratified as soon as practicable by at least 2 members of the De-Cider committee, at which point the decision will become final.

2) RECOVERY EQUIPMENT

It is strongly recommended that all vehicles carry the following minimum recovery equipment:

All winching equipment must be in a serviceable condition and be rated to be compatible when configured with the pulling capacity of all winches if fitted.

***Ratings of equipment, recovery points and winch ropes must be suitably upgraded to be compatible with any uprated/high capacity winches where fitted (examples of uprated fitments would include increase in motor/pump size, fitment of twin motors, reduced diameter winch drums etc which increase the pulling capacity of your winch.**

1. Two endless or tree stops.*
2. One snatch block.*
3. Two shackles (CE marked).*
4. If soft shackles are used they must be of a capacity suitable for the maximum pull of your winches and must be in good serviceable condition.
5. Two pairs of appropriate gloves (not woolen).
6. One Winch sail per winch fitted. The sail must not be permanently attached to the cable or hook or permanently rolled up.
7. Suitable recovery/tow points (identified in a contrasting colour) to the front and rear of the vehicles.* Standard factory fitted towing/lashing points will not be deemed as sufficient. Unless of forged construction (e.g. tow ball) all recovery points shall be of closed loop construction that cannot be pulled straight. We strongly recommend as a minimum 19mm/3/4" solid bar welded internally as well as externally to a substantial mounting point.
8. One suitably rated long recovery strap / rope at least 4.5 meters in length looped at each end.
9. Ground anchor/plough.
10. Waffles or bridging ladders.
11. High lift Jack.
12. Winches: All winches must comply with the following regulations:
 1. Winches must be securely fitted to the vehicle.
 2. The recommended minimum capacity of winch is 8000 lbs.
 3. If an electric winch is fitted it must be fitted with a battery isolator switch.

4. Rope must be in good serviceable condition. (Wire cable is no longer permitted at all CSW events)
5. The loop at end of winch rope must be spliced.

3) SAFETY EQUIPMENT

1. A fire extinguisher containing AFFF extinguishant and of at least 2 litres capacity is required. The minimum rating must be 34b and the extinguisher must be carried in a position easily accessible to both vehicle occupants.
2. All vehicles must carry an emergency first aid kit suitable for a minimum of two people.
3. All items must be securely stowed on or in the vehicle when competing.

4) BRAKES

1. The vehicle must be fitted with brakes that are operative and capable of stopping and holding the vehicle as required.
2. A functioning independent parking brake system must be fitted.

5) SUSPENSION

1. The vehicle must be fitted with sprung suspension between the wheels and the chassis unless originally manufactured otherwise.
2. Suspension movement must be controlled to avoid fouling of wheels and tyres on chassis or bodywork.

6) BODY/CHASSIS

1. The vehicle must be fitted with bodywork including a driver and passenger compartment isolated from the engine, batteries, gearbox, hydraulic reservoirs, transmission shafts, brakes, road wheels, operating linkages and attachments, petrol tanks, oil tanks, radiator, water header tanks, brake reservoirs and catch tanks.
2. There must be a protective bulkhead of non-inflammable material between the engine and the driver/passenger compartment capable of preventing the passage of fluid or flame. Gaps must be sealed with GRP or with putty that completely closes the gaps at all times. Magnesium is prohibited for bulkheads.
3. The vehicle must have a complete floor of adequate strength and rigidity supported within the driver/passenger compartment.
4. The vehicle must be fitted with a bonnet or casing of metal or solid nonflammable material covering and surrounding the main engine structure that is secured by fasteners of adequate strength and have a positive locking action and a fixed support, strut or strap that holds the engine covering in open position. All moving parts must be covered.
5. The vehicle must be equipped on all wheels with mudguards, which present no sharp edges and cover the complete wheel (flange + rim + tyre) around an arc of 120 degrees. This must be achieved with a continuous surface of rigid material uninterrupted by any gaps, holes, slots or vents. It must extend forward ahead of the axle line and the tyre must be obscured when viewed from above.
6. The bodywork must provide a minimum uninterrupted transverse cockpit opening of 810 mm.
7. The vehicle must be fitted with doors or bodywork giving side protection to the driver and passenger.

8. For all long timed stages (ie both day and night stages) we strongly recommend the use of some type of window net or door top which prevents any limb or body part from being able to fall outside of the vehicle cab in the event of the vehicle rolling. This will become mandatory for the 2018 event onwards.
9. If the vehicle is fitted with driver/passenger doors, hatchback doors, sliding doors, opening boots or tailgates, these must be secured in the closed position during competition.
10. Tailgates may be removed.
11. The load carrying area must be separated from the passenger compartment by an adequate barrier.
12. There must be an effective means of ventilation for closed cars.
13. All recovery equipment must be stored securely in or on the vehicle.

7) ELECTRICAL SYSTEMS

1. Any batteries in the driver/passenger compartment must be enclosed in a securely located leak-proof container.
2. Batteries must be securely fastened and **terminals protected from short circuiting**. The battery earth lead must be identified by a yellow marker if not readily distinguishable.
3. The vehicle must be equipped with an effective horn or other audible warning device emitting a continuous tone.
4. It is advisable that the vehicle be fitted with a circuit breaker (fitted to the positive side of the battery), that cuts the engine and associated electrical circuits and be easily operable by the driver whilst in his seated position.
5. For electric winches there must be further circuit breakers that isolate the winches from all other electrical circuits and are easily identified and operated from inside or outside the vehicle by a competitor or marshal.
6. All electrical cut out switches should be clearly marked and easily accessible.
7. **All vehicles must have working brake lights.**
8. **Additional lights may be attached for the night stage and removed for any daylight elements of the event.**

8) COOLANT SYSTEMS

1. All fluid carrying lines or tubes carrying coolants through the driver/passenger compartment if non-metallic are to be internally or externally metal braided hydraulic hose and covered to prevent the occupants of the vehicle coming into contact with the hot surfaces. Such lines, tubes or coverings should be painted red.
2. Any radiators, cooling hoses, expansion tanks or reservoirs should be covered or be fitted in a position where if burst the hot fluid cannot come into contact with the occupants of the vehicle.

9) EXHAUST SYSTEMS

1. The exhaust system must be isolated from the driver/passenger compartment (e.g. beneath the floor or secured in casings of solid material).
2. No part of the exhaust system is allowed to protrude laterally beyond a plane through the outer track of the front and rear wheels, or to the rear of the bodywork more than 150 mm.
3. If all enveloping body is fitted, supplementary protection must be fitted to exhaust systems that protrude outside the bodywork.

10) SILENCING

1. **All vehicles must conform to a maximum permitted noise level.** The current requirement is a maximum permitted sound level of 100dB with the engine running at 3/4 maximum speed, the sound level meter at a height of 0.5 meters above the ground (\pm 0.1 meter) located at 45 degrees to and 0.5 meters distant from the exhaust. **WARNING:** Temporary silencers, bypass pipes and the inclusion of temporary parts to achieve silencing requirements are prohibited. Officials may refuse to carry out noise checks on vehicles utilising temporary parts in exhaust systems.

11) FUEL SYSTEMS

1. All fuel lines passing through the driver/passenger compartment shall be protected and, if non-metallic, be formed of internally or externally metal braided hydraulic pressure hose.
2. Tank fillers and caps must not protrude beyond the bodywork. These must have an efficient locking action to reduce the risk of accidental opening during an accident and ensure closing after re-fuelling.
3. All engines must be equipped with a positive method of throttle closing by means of external spring/springs so that in the event of failure of any part of the throttle linkage the throttle(s) are sprung closed. Vehicles which are fitted with electronic throttle control as standard original manufacturer's equipment are exempt from this requirement.
4. The use of fuel additives and octane boosters and aviation fuel is prohibited.
5. If using LPG gas, conform to the Construction and Use Regulations and also the LPG Industry Technical Association Code of Practice No. 11.
6. Air vents must be at least 250mm to the rear of the cockpit and fuel caps and be of the sealed type to prevent spillage.
7. Tank guards are recommended to prevent potential spills caused by damage from the terrain.

12) ENGINE

1. Engine mountings must be secure.
2. No vehicle may draw induction air from within the driver/passenger compartment. Air intakes must be either forward of the front bulkhead/windscreen or piped through to the rear of the vehicle to draw outside air from behind the rear bulkhead.

13) OIL COOLING SYSTEMS

1. Any oil lines passing through the driver/passenger compartment must be protected and, if non-metallic, be formed of internally or externally braided hydraulic pressure hose.
2. Oil coolers and filters must be fitted in a position where in the event of failure the hot fluid cannot come into contact with the occupants of the vehicle.

14) STEERING

1. The vehicle must have a full circumference full diameter steering wheel unless originally manufactured otherwise.
2. Steering movement must be controlled to avoid fouling of wheels and tyres on the chassis and bodywork.

3. Hydro steer is allowed but we strongly recommend a system that utilizes a mechanical link.
4. All steering joints and couplings must be in serviceable condition with no excess wear.

15) TRANSMISSION

1. The vehicle transmission must be outside the cab compartment, beneath the floor or secured in casings or covers of solid material.
2. The vehicle must be equipped with an operable reverse gear.
3. Vehicles with automatic gearboxes must be fitted with a starter inhibitor which allows the starting in park/neutral only.

16) WINDSCREENS and SIDE SCREENS

1. a) Windscreens (**which must be fitted**) must be of laminated glass or plastic of a minimum thickness of 4mm. Plastic side screens, where fitted, should also have a minimum thickness of 4mm unless fitted otherwise by the original vehicle manufacturer.
2. **The use of mesh screens instead of a windscreen will not be acceptable and will need to be covered or replaced with a suitable sheet of plastic to afford protection from branches entering the cab. Temporary screens of this type must remain for the entire event and be replaced should they get broken. We will accept a small letterbox sized slot in the plastic to allow minimum vision in event of water or mud covering the screen. We also strongly advise competitors to wear eye protection and to carry sufficient water and cleaning material to maintain clear vision.**

17) SEATING

1. There must be two securely mounted seats that must not tilt unless it is a production seat fitted with a suitable locking mechanism preventing its independent operation and the top of the seat cushions when not compressed must not be less than 150mm below the top edge of any adjacent body sides or doors.
2. Approved seat belts or harnesses must be used.
3. The maximum time for the driver/passenger to get out of the vehicle should not exceed 5 seconds

18) SEAT BELTS

1. Safety belts must be worn at all times during competition whilst the vehicle is in motion. They must be complete units as fitted by the manufacturer or sourced from a recognised manufacturer and fitted in accordance with the manufacturer's instructions.
2. The minimum requirement **for this year** is a three-point belt comprising one diagonal shoulder strap and one lap strap, with three anchor points on the chassis/body shell or rollover bar of the vehicle on either side and to the rear of the seat.
3. Four point (**compulsory for 2018 onwards**) comprising two shoulder straps and one lap strap with four anchorage points on the chassis/body shell or roll over bar of the vehicle. One either side and two to the rear of the seat. Where fitted the whole harness must be worn and not just the lap belt!
4. **Where harnesses are secured below shoulder height they should be crossed behind the seat to provide additional sideways support in the event of a sideways roll.**

19) WHEELS AND TYRES

1. The vehicle shall have not less than four road wheels and tyres (excluding the spare) which are fitted with tyres that are compatible with the wheels and acceptable to the organiser.
2. The use of tyre chains is prohibited.
3. Tyres must conform to current road use regulations. The use of open tread tyres or dumper tyres is prohibited.
4. Tyre size must not exceed 40 inches physical diameter when inflated to a minimum of 10psi measured horizontally on level ground.
5. A spare wheel is advised but not a mandatory requirement but, if carried, must be securely fastened.
6. Wheel spacers may be used up to a maximum of 30mm in thickness.
7. Portal axles are permitted for this event.

20) ROLL-OVER PROTECTION

1. No vehicle will be allowed to compete without roll cage protection.
2. It is strongly recommended that all vehicles be fitted with MSA specification roll cage protection.
3. Vehicles with soft or open tops must fit an additional hard panel above the cab seating area. The hard panel should be of solid flame retardant material and may be made removable but must be permanently and securely fixed for the duration of the event.
4. THE STRENGTH AND SECURITY OF THE MOUNTINGS OF ROLL CAGE PROTECTION ARE OF PARAMOUNT IMPORTANCE ALONG WITH THE USE OF SPREADER PLATES AT CHASSIS/CAGE TRANSITIONS.
5. Roll over bar materials should comprise cold drawn seamless carbon steel, minimum yield strength 350N/sq.mm. An alternative material is BS1387 medium weight blue band, minimum dimensions being 44.30mm x 3.2mm. For full details of current MSA specifications please refer to the current MSA Blue Book.
6. Window nets or suitable door tops are strongly advised for all long speed stages where there is increased risk of high speed rolls to keep all occupants safely retained within the vehicle structure. This will become mandatory for the 2018 event onwards. Window nets will not need to be used for punches and punch type stages or in areas where deep water may be found.
- 7.

21) HELMETS

1. Helmets are compulsory (both driver and navigator) for all competitive events. We strongly recommend helmets to the standards specified in the current MSA Blue Book but will however also accept crash helmets that are suitable for use on the road to the following specifications:
 - FIA 8860-2004
 - SNELL SA2005
 - SNELL SA2000
 - SNELL SA2010
 - SFI FOUNDATION 31.1A, 31.2A
 - BS 6658 TYPE A/FR
 - BS 6658 – 85 TYPE A

This means that if your helmet is fit to be used on the road on a motorcycle then this WILL NOT be acceptable.

Helmets to the standard: ECER22-05 are no longer accepted. (TYPE B IS NOT ACCEPTABLE)

* We strongly recommend helmets to the latest MSA standard above. All helmets must be MSA approved from 2018 onwards.

Please protect your helmet from external damage by using a helmet bag or similar, chips within the outer laminate of the helmet may make it unsafe and unusable.

Regulations as detailed above are the MINIMUM required.