



2023

MSA National Standing Supplementary Regulations

Enduro and Hard Enduro

Version 4

18 July 2023

Ref: 162916/157(g)

REVIEW AND AMENDMENTS

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

AMENDMENT RECORD

<i>Modified SSR / ART</i>	<i>Date applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
Art 2 ; Art 35 f) ; Art 37 c) ; 38 d) (v) & (vi), & Art 46	18 July 2023	Immediately	Wording added
Art 12 a)	01 Mar 2023	Immediately	Wording added and table deleted
ART. 12 a)	26 Jan 2023	Immediately	Wording amended

These SSR's are applicable to all Motorsport South Africa (MSA) enduro events inclusive of Enduro and Hard Enduro.
Regional and Club category specific regulations may not be in conflict with National SSR's.
Where individual facet regulations are silent on an issue, and in the event of any dispute, these National SSR's will take precedence.

Link for the 2023 GCR Regulations:

<https://www.motorsport.co.za/DisplayLink.aspx?group=Publications&name=Publications>

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GENERAL

- a) There will be two Championships that fall under the auspices of the Enduro facet in 2023:
- i) Enduro Championship
 - ii) Hard Enduro Championship

b) ENDURO (TRADITIONAL)

- i) Five (5) National Champions will be declared in the Enduro Championship
- ii) These classes will be: E1, E2, High School, Pro 85, E3 (combined Seniors and Masters)
- iii) When entering for an enduro race, you will have to also enter a "pool", the pool will be GOLD, SILVER AND BRONZE, for national status.
- iv) The pool you enter will have no bearing on the track or level of difficulty but rather your pool of overall competition.
- v) These pool results will be used for cross points for year end to determine CUP Winners.

c) HARD ENDURO

- i) Three (3) National champions will be declared in the Hard Enduro Championship
- ii) These classes will be: Gold, Silver and Bronze
- iii) Iron classes will be a non-championship class for riders who wish to enter on the day.
- iv) Organisers / Promoters will provide stickers to be placed on all competitors' number boards, according to the class that has been chosen by the competitor.

- A. G – Gold
- B. S – Silver
- C. B – Bronze
- D. I – Iron

- v) Picking the right class for Hard Enduro:

A. GOLD

- Gold means "IMPOSSIBLE to ride"
- Riders should be top ranked in the Enduro / Hard Enduro National Championship.
- A high level of rider physical fitness and mental stability.
- Riders should be able to maintain a fast-riding style even in the most extreme sections.

B. SILVER

- Majority of silver class competitors are some of the best riders at Regional Championships, are used to National Championship racing and all kinds of extremes.
- A high level of rider physical fitness and mental stability.
- Silver will be technical and almost as difficult as Gold, but with less intensity and duration.
- Riders should be able to maintain a fluent riding style even in the most extreme sections.

C. BRONZE

- For less experienced riders, which still require Enduro racing experience, technical skills and suitable Enduro Championship results.
- A high level of rider physical fitness and mental stability.
- Bronze is manageable and fast.
- Riders should be able to quickly recover a fluent riding style after most extreme sections.

D. IRON

- For riders who have competed in a few local competitions and had difficulties finishing the Bronze class in previous events and those who would like to enjoy the race without so much competitive pressure.
- Good physical fitness and mental stability.
- Iron is still a challenge without the tough sections and a shorter distance.

- vi) The class you enter is the class you will score in.

- vii) The winner of the Gold route will be allocated as the Overall Winner.

- d) THE ENDURO SERIES (as a whole)
 - i) Should a competitor wish to ride the full enduro series of 6 weekends in 2023, the cross scoring between HARD ENDURO AND ENDURO will be determined by:
 - A. Your result from the CLASS you entered in Hard Enduro
 - B. Your result from the POOL you entered in Enduro
 - ii) These combined points WILL NOT be a national championship but a competing CUP.
 - iii) The aim will be to crown a:
 - A. GOLD CUP CHAMPION
 - B. SILVER CUP CHAMPION
 - C. BRONZE CUP CHAMPION
 - viii) These titles, should sponsorship allow, will have a monetary reward.
- e) Interprovincial Challenge classes will be available for Regional License holders.
- f) No sighting laps for either leg of the Championships.
- g) Events will be time based unless otherwise specified in the Event SR's
- h) Pro Race (National classes): minimum 3 hours racing or as per Event SR's
- i) Non-Championship classes: minimum 2.5 hours racing or as per Event SR's
- j) The Team challenge will also form part of a non-championship class on the day.
- k) Only National license holders can compete in the Pro race (National Classes)
- l) Strict age restriction on bike capacities will apply.

2. AIM OF THE CHAMPIONSHIPS

The purpose of the Championships are to test the reliability of the motorcycles and the skill of the participating competitor **as a combined unit. Where the combined unit does not traverse the entire route, a penalty will be applied at the discretion of the COC.**

- a) To declare a South African National Enduro Champion in each of the Championship classes (E1, E2, High School, Pro 85 and E3)
- b) To declare a South African National Hard Enduro Champion in each of the Championship classes (Gold, Silver and Bronze)
- c) To declare the South African National Enduro and National Hard Enduro Manufacturer's Champions.
- d) For a National Championship to be declared, there must be an average of six (6) starters per National class calculated over the total number of rounds in the Championship.
- e) Should the E3 class have enough competitors in both Seniors and Masters, two separate championships will be awarded and the E3 class championship will not be declared. Both classes will however need to comply in terms of starter numbers in order for separate champions to be declared. Should only one class meet the requirements for a separate champion to be declared, then only a combined E3 champion will be declared.
- f) For an Interprovincial Challenge to be declared, there must be an average of six (6) starters calculated over the total number of rounds in the Challenge.
- g) Interprovincial Challenge classes: Classes will conform to the normal National Championship regulations per class and score within that class for the specific event. For event prize giving, the National Championship competitors and Interprovincial Challenge competitors will be split. The Interprovincial Challenge classes will not score towards the National Championship points but will hold their own points table. The Interprovincial Challenge classes can be entered on a regional license.
- h) Iron Classes will be a class used for Leisure licence holders who want to enter on the day.
- i) If a given class in any given round does not meet this qualification, then that class cannot contribute towards the Manufacturers Championship, nor towards the Manufacturers award for that day. This requirement needs to be achieved at not less than 75% of the events run.
- j) All entries must appear on the result sheets.
- k) DNF and DNS's need to be clearly indicated on the Clerk of Course signed result sheets.
- l) In the FIRST EVENT OF THE YEAR, IF THERE are insufficient number of competitors (refer to Art. 2 d)), to comprise separate classes, the class with the insufficient number of starters will compete with the more senior of class. There will be class results for each of these classes, but will be scored as one Championship class, and be declared as such.
For example, if E1 has insufficient number of starters, this class would be combined with the E2 class. High School and Pro 85 classes will not be combined with any other class.

3. COURSE

- a) Enduro Course should make use of natural terrain and can have sections of extreme terrain, man-made Super Enduro (Enduro Cross / X) sections and bunted grass or MX style sections.
 - i. Average speed should be between 20-35km/h.

- ii. Course distances should allow for no less than three (3) hours of riding time for a top ten Pro-rider (Route Director makes this estimation).
- b) Hard Enduro Course should make use extreme terrain incorporating technical sections including natural elements and manmade obstacles that test the rider's technical abilities.
 - i. Average speed should be between 5-10km/h per hour for Gold, 10-15km/h for Silver and 15-20km/h for Bronze.
 - ii. Course distances should allow for no less than three (3) hours riding time for a top ten Pro-rider (Route Director makes this estimation).
- c) A cut off to be enforced when the leader completes his / her required time or distance.
- d) Competitors that do not complete their time or distance qualify as a finisher, provided they have completed one lap.
- e) Where possible course designers must make more than two (2) lines in technical sections to alleviate bottlenecks.
- f) A necessary refuel point on the course may be implemented.
- g) The use of GPS, are compulsory for all National classes.
- h) Any manufacture of GPS will be allowed at any Enduro event; however, it will only be possible to upload / download tracks to Garmin units. Competitors making use of non-Garmin units or non-USB connections must supply cabling so that Organisers / Promoters can communicate with their GPS.
 - i) Competitors are responsible for ensuring race officials can receive a complete data log of their day's event – Refer Art. 38 g) (xxii)
 - j) The onus rests with the competitor to ensure that ALL route / track / waypoint / track log data stored on his / her GPS is cleared prior to the start of the race in question.
 - k) Organisers / Promoters will download at least five (5) units per event.
 - l) Enduro events will be a start to finish (flag to flag) event, with timed laps. The winner will be the competitor that completes the greatest number of laps in the shortest time.
- m) There may be a decontrol of ten (10) minutes halfway through the event.
- n) The route may traverse cultivated and grazing land (veld), and be set to avoid damage to vegetation and crops,
- o) Competitors should ensure that they afford another competitor every opportunity to overtake in the interest of fairness and safety.
- p) Competitors failing to adhere to the above may be reported to the Clerk of the Course who will take the necessary action.
- q) Competitors and crews are to be considerate to the landowners when retrieving stranded racing motorcycles and to ensure that damage to cultivated and grazing lands is avoided. Failure to comply will result in disciplinary action being taken against the competitor concerned.

4. PUBLICATION OF SUPPLEMENTARY REGULATION (SR'S)

The Supplementary Regulations (SRs) shall contain important local details on such matters as the course, average speeds, safety conditions, what is available at the DSPs, entry fee, etc.

5. ENTRIES

- a) All competitors must have submitted properly completed and signed entry forms / online entries. Entries received without the appropriate entry fee stated in the regulations will be invalid.
- b) Please note – The National Entry Form link must be used for all entries.
- c) Entries will close five (5) days before the event in the case of National events.
- d) Late entries will be accepted at the discretion of the Organisers / Promoters.
- e) The maximum entry fee for National events is R1400.00, where an entry fee of R950 will be applicable to events where possible.
- f) The maximum entry fee for Interprovincial Challenge Classes (IPC) held over one day is R1 100.00, where an entry fee of R750.00 will be applicable to events where possible.
- g) For National events, the late entry fee will be an additional R200.00.
- h) For National events that are combined with Regional / Club events, the additional fee for any other Championships will be R200.00 over and above the National entry fee at the discretion of the Organiser / Promoter as published in the SR's.
- i) Leisure class entries will be R350 per entry where possible at the discretion of the Organiser/ Promoter
- j) Entry Fees include the MSA Off Road Mcycle Working Group levies:
 - i. National Competitor – R30.00 per competitor
 - ii. Regional Competitor – R20.00 per competitor
 - iii. All other Competitors – R10.00 per competitor

- k) Refusal of entry – Refer GCR 99 and 100.

6. JURISDICTION

The events will be controlled by MSA as set out in the event SR's.

7. AWARDS

- a) Classes: 1st to 3rd in each class
- b) Manufacturers Trophy: Overall Motorcycle
- c) Trophies must be of a high standard - for example silverware, glassware or laser engraved hard wood or Perspex (no plastic),
- d) Special Awards should include:
 - i) Only if there are more than 3 entries per class;
 - ii) Manufacturers Trophy (One only awarded to the Team Manager) – Points will be awarded to the top finishing motorcycle of each manufacturer from each of the National Championship classes. If a class does not qualify at the event that class will be omitted from the scoring.

8. CALCULATION OF THE RESULTS FOR THE CHAMPIONSHIPS

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

1 st – 30	2 nd – 25	3 rd – 21	4 th – 18	5 th – 16
6 th – 15	7 th – 14	8 th – 13	9 th – 12	10 th – 11
11 th – 10	12 th – 9	13 th – 8	14 th – 7	15 th – 6
16 th – 5	17 th – 4	18 th – 3	19 th – 2	20 th – 1

- b) Should the rider change his/her nominated class during the racing year, points from the previous class will not be carried over to the new class.
- c) Competitors may only score in one National class at an event.
- d) Separation of ties:
In case of ties in the results at the end of the day, the competitors concerned will each receive the points to be awarded for this place, and the next classified competitor will receive the points according to his / her position.
In the case of a tie at the end of the season, the competitor with the greatest number of class wins will be declared the winner. If this does not resolve the tie, then the greatest number of second positions will count, failing which third positions and so forth. If this is still ineffective the MSA Offroad Motorcycle Working Group will make a recommendation to MSA ManCom for consideration to declare the winner on such basis, as it deems fit.

9. PLACINGS AND RESULTS (PREMATURE STOPPAGE)

- a) If any event is stopped before half the National competitors have completed at least half the total distance, the event will be deemed null and void.
- b) If any event is stopped at a later stage the Clerk of the Course, in conjunction with the Stewards of the Meeting shall decide whether the event is null and void or declare such result and awards as they consider justified according to the circumstances. The Clerk of the Course has the right not to score any section of the event, as he / she deems fit.
- c) To be classified as a finisher of an event a competitor must complete one lap.

10. ELIGIBILITY OF COMPETITORS

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

- a) All competitors must hold a valid MSA competition license for Cross Country Mcycles & Quads / Enduro. This license must be emailed to the event secretary with the entry form / online entry;
- b) Entrants (registered and official race teams) must be licensed;
- c) All competitors must wear motocross full face type crash helmets while racing. Refer GCR 239 for approved helmet types. These must be in good condition. Helmets may be removed whilst the motorcycle is stationary and switched off. The Clerk of Course has the right to prevent a competitor from racing if at his / her sole discretion, the competitor's helmet is not compliant, as stipulated above, or is in a condition that is deemed to be unsafe;
- d) All competitors to start the event carrying a minimum of one (1) litre of drinking fluid – Refer 38 g) (xiii)

- e) All competitors must wear suitable protective clothing with a minimum standard of gloves, long sleeved jersey of adequate strength, motocross type pants and motocross type boots, and helmet – Refer Art. 38 d) (i);
- f) All competitors are to carry a first aid kit comprising – Refer 38 g) (xiii)
- 1 x Medical Board – Refer Art. 24 a)
 - 1 x Space Blanket (protects from rain and sun as well as can be used to heat cold person and also can be used as a signal device)
 - 1 x Bandage (multiple uses)
 - 1 x 50mm x 70mm First Aid dressing pad
 - 1 x Conforming Bandage
- g) It is advisable for all competitors to carry a cell phone in case of emergencies. Pin drops on the scene of an accident or a breakdown are quicker and more precise.
- h) GENERAL CONDITIONS APPLICABLE TO ALL MOTORCYCLES - All motorcycles must:
- i) Be fitted with ball-ended clutch and brake levers unless fitted with suitable protectors;
 - ii) Be fitted with brakes operating on front and rear wheels;
 - iii) Be fitted with a self-closing throttle;
 - iv) Be fitted with adequate mudguards;
 - v) Not have any fuel leaks;
 - vi) Not discharge excessive exhaust gasses so as to raise an abnormal amount of fumes or in any way inconvenience another competitor;
 - vii) Be fitted with folding foot pegs;
 - viii) Competitors' attention is drawn to GCR246 with reference to advertising on the motorcycle;
 - ix) Motorcycles must Comply with the following articles of the FIM Technical Rule for General and Enduro Section: *01.31 EXHAUST PIPES / 01.79 SOUND CONTROL*. These articles can be accessed on the FIM website - http://www.fim-live.com/en/library/download/73533/no_cache/1/
The maximum allowed decibel reading is 112 dB/A measured with the "2 metre max" method for motorcycles.

11. NUMBER OF ENTRIES

- a) Any meeting may be cancelled if the number of entries received is insufficient, provided the event regulations clearly stipulate the minimum number of entries; which may not be set higher than 100 minimum competitors.
- b) The Organiser / Promoter is also entitled to set a limit to the number of entries to be accepted and that number must be published in the SR's.
- c) If too many entries are received, the method used by the Organiser / Promoter to select the entries will be stipulated in the SR's.
- d) Priority must be given to competitors, who have, up to the closing date for entries, obtained points in previous Championship events during the current season, and competitors who were placed among the first six in their class in the Championship of the previous year.

12. CLASSES

- a) The following classes are therefore proposed – These will be applicable to National, Regional and Club Championships:

ENDURO CLASSES:

NATIONAL CHAMPIONSHIP CLASSES:		
ENDURO CLASS	CLASS AGE	CAPACITY
E2	From the year of the competitors 18 th birthday and older	2-stroke over 201cc and 4-stroke over 251cc
E1	From the year of the competitors 16 th birthday and older	2-stroke from 125cc – 200cc and 4-stroke from 150cc – 250cc
High School	From the year of the competitors 13 th -birthday, to 31 st December of the year in which their 18 th birthday occurs.	The maximum permissible capacity is 200cc 2-Stroke and up to 250cc 4-stroke

E3 (Combined Seniors and Masters)	Seniors - From the year of the competitors 36 th birthday and older Masters - From the year of the competitors 46 th birthday and older	Unlimited
Pro 85	From the year of the competitors 12 th birthday, to 31 st December of the year in which their 15 th birthday occurs.	The maximum permissible capacity is 85cc 2-stroke cooled. Maximum 16" rear and 19" front).
Juniors	From the year of the competitors 7 th birthday, to 31 st December of the year in which their 12 th birthday occurs.	The maximum permissible capacity is 85cc 2-stroke (Minimum wheel size 12" rear 14" front, Maximum 16" rear and 19" front).

INTERPROVINCIAL CHALLENGE CLASSES:

ENDURO CLASS	CLASS AGE	CAPACITY
Senior IPC	From the year of the competitor's 16 th birthday and older	2-stroke from 125cc-200cc and 4-stroke from 150cc-250cc.
	From the year of the competitor's 18 th birthday and older	2-stroke over 201cc and 4-stroke over 251cc.
Junior IPC	From the year of the competitor's 7 th birthday to 31 st December of the year in which their 12 th birthday occurs.	The maximum permissible capacity is 85cc 2-stroke. Minimum wheel size: 12" rear and 14" front. Maximum wheel size" 16" rear and 19" front.
	From the year of the competitor's 12 th birthday to 31 st December of the year in which their 14 th birthday occurs.	The maximum permissible capacity is 85cc 2-stroke cooled. Maximum wheel size: 16" rear and 19" front.
	From the year of the competitor's 13 th birthday to 31 st December of the year in which their 18 th birthday occurs.	The maximum permissible capacity is 200cc 2-stroke and up to 250cc 4-stroke.

NON-CHAMPIONSHIP CLASSES:

ENDURO CLASS	CLASS AGE	CAPACITY
Senior Leisure	From the year of the competitor's 16 th birthday and older	2-stroke from 125cc-200cc and 4-stroke from 150cc-250cc.
	From the year of the competitor's 18 th birthday and older:	2-stroke over 201cc and 4-stroke over 251cc.
Junior Leisure	From the year of the competitor's 7 th birthday to 31 st December of the year in which their 12 th birthday occurs.	The maximum permissible capacity is 85cc 2-stroke. Minimum wheel size: 12" rear and 14" front. Maximum wheel size" 16" rear and 19" front.
	From the year of the competitor's 12 th birthday to 31 st December of the year in which their 14 th birthday occurs.	The maximum permissible capacity is 85cc 2-stroke cooled. Maximum wheel size: 16" rear and 19" front.
	From the year of the competitor's 13 th birthday to 31 st December of the year in which their 18 th birthday occurs.	The maximum permissible capacity is 200cc 2-stroke and up to 250cc 4-stroke.

HARD ENDURO CLASSES:

NATIONAL CHAMPIONSHIP CLASSES:		
ENDURO CLASS	CLASS AGE	CAPACITY
Gold	From the year of the competitor's 16 th birthday and older	2-stroke from 125cc-200cc and 4-stroke from 150cc-250cc.
	From the year of the competitor's 18 th birthday and older	2-stroke over 201cc and 4-stroke over 251cc.
Silver	From the year of the competitor's 16 th birthday and older	2-stroke from 125cc-200cc and 4-stroke from 150cc-250cc.
	From the year of the competitor's 18 th birthday and older	2-stroke over 201cc and 4-stroke over 251cc.
Bronze	From the year of the competitor's 16 th birthday and older	2-stroke from 125cc-200cc and 4-stroke from 150cc-250cc.
	From the year of the competitor's 18 th birthday and older	2-stroke over 201cc and 4-stroke over 251cc.
NON-CHAMPIONSHIP CLASSES:		
ENDURO CLASS	CLASS AGE	CAPACITY
Iron (Leisure)	Capacity of age need to conform to specifications of national classes.	Capacity of motorcycle need to conform to specifications of national classes.

- b) LEISURE CLASS
- This class requires no accident cover from MSA.
 - The Leisure class entries will be required to fill out a proxy to allow the event secretary to handle all documentation on the riders behalf, to allow on the day entries, which will be reflecting on the licence system before the end of the event.
 - The rider should provide an ID and proof of their own medical cover.
 - The entrance fee for this class will be R350 per rider.
 - Age and engine capacity regulations as per the Enduro and Hard Enduro Motorcycle SSR's must be adhered to at all times.
 - Race distance will be shorter than the full National class distance, at the discretion of the Organisers / Promoters in consultation with the Clerk of the Course.

13. KTM FREERIDE

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

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

14. COMPETITION NUMBERS

All competitors must have an MSA-issued competition number. It is the responsibility of the competitor to obtain a competition number from MSA, prior to printing any number stickers for the season.

- E numbers will be allocated to the top 20 competitors in order of points scored (E1 – E20), based on their overall result from the preceding years National Enduro Championship
- H numbers will be allocated to the top 20 competitors in order of points scored (H1 – H20), based on their overall result from the preceding years National Hard Enduro Championship
- Remainder of the National, Regional and Club numbers will be allocated as follows:

- i) Motorcycles:
21 – 999 (Will be reserved for Enduro and Cross Country Motorcycle National and Regional competitors)
- ii) Junior Numbers (Jnr 50cc / Jnr 65cc / Jnr 85cc & Snr 85cc)
J101 – J500
- iii) Club Numbers:
C1 – C999 (Will be reserved for Enduro and Cross Country Motorcycle and Quad Club competitors)
- iv) Leisure Numbers:
X1 – X999 (Leisure competitors)
- d) Competition numbers can only be reserved once a 2023 MSA competition licence has been purchased. Numbers will be allocated on a first come first served basis. For further information, please contact Carmen Hill at MSA Head Office on carmen@motorsport.co.za
- e) The starting order for the first event of the year will be based on the overall results of the previous year.
- f) The following colour coded backgrounds and coloured numbers will be applicable for the relevant classes at all Enduro events:

<u>Class</u>	<u>Licence</u>	<u>Number Colour</u>	<u>Background Colour</u>
Class Leader	Nat	White	Red (per event)
E1	Nat	White	Green
E2	Nat	White	Black
E3 Seniors	Nat	Red	White
E3 Masters	Nat	White	Royal Blue
High School	Nat	Royal Blue	White
Senior 85cc	Nat	White	Royal Blue
Junior 85cc	Nat	White	Orange
65cc	Reg	White	Black
Club	Club	Black	Yellow

- g) As the National Enduro and Cross Country classes are not fully aligned in all instances, it may occur from time to time that a competitor who participates in both forms of the sport may have a competition number on his motorcycle that does not comply with the colour requirements for the numbers and backgrounds. In such instances, the competitor/s concerned shall be allowed to use their Cross Country competition numbers and backgrounds.
- h) All letters must be the identical size to numbers.
- i) Motorcycles: Front & Sides 210 x150mm (Width & Height).
- j) Any competitor whose motorcycle / quad cannot comply with the above stated minimum sizes can apply to the Clerk of the Course who will make a decision entirely based on visibility and practicality.

15. EXAMINATION OF MOTORCYCLES

- a) A self-declaration scrutineering form shall be given to each competitor. This form will be completed and emailed to the event secretary prior to the start of the event. Random scrutineering may be carried out before, during and after the event. A penalty of exclusion will be applied for false declaration on the self-declaration scrutineering form – Refer Art. 38 g) (xvii) and Art. 38 g) (xviii).
- b) Organisers / Promoters, through the appointed officials, are required to check at least 10% of the entries for conformity to the self-scrutineering form.

16. CHANGE OF MOTORCYCLE

- a) Application for a change must reach the Clerk of the Course not later than thirty (30) minutes before the start of the competition.

17. ENVIRONMENTAL

- In an effort to keep landowners happy and to only leave tyre marks behind the following will be enforced;
- a) Environmental mats – compulsory at any refuel point. A motorcycle being refuelled HAS to be placed on an environmental mat before refuelling can commence, and may only be removed from the environmental mat once refuelling has been completed – Refer Art. 38 d) (ii).

- b) All competitors to have an MSA approved 2.5kg fire extinguisher, located next to the vehicle being refueled – Refer Art. 38 e) (i).
- c) The use of tear-offs is banned; only systems that remain attached to the goggles will be allowed.
- d) Discarding of any sachets or any other litter on the ground is strictly forbidden.
- e) Organisers / Promoters are required to issue refuse bags to competitors.
- f) Any act that is prejudicial to the environment by the competitor or his / her crew will be subject to penalty or exclusion by the COC after a hearing – Refer to Art. 38 c) (ii) and Art. 38 g) (xxv).

18. ORDER OF STARTING

- a) The order in which competitors will be started for the first event of the season shall be decided by the previous year's overall points. For the second event, competitors will start according to the class points. Discretion may be used by the COC should a non-ceded competitor enter the event and pose overwhelming prior experience.
- b) Competitors are to be started two (2) at a time on the same minute, up to a maximum of six (6) competitors, and where events allow a mass start, can be used.
- c) Order of starting for Hard Enduro will be Gold, Silver, Bronze and Iron
- d) Dust gap intervals will be at the discretion of the Clerk of Course. Late entries will start at the back, regardless of class.

19. PUBLIC ROADS AND ROAD CROSSINGS

No racing on public roads is allowed at any event, irrespective of the event's status. Refer to GCR 243. Racing on public roads is illegal and any Organiser / Promoter that orchestrates an event that makes use of public roads without adherence to all the terms of this ART. shall be subject to the severest sanction by MSA. The balance of this ART. shall be rigidly enforced at all levels of racing. Where written permissions are requested, they will in all respects comply with Section 317 of the road traffic regulations which is stated hereunder: "Racing and Sport on Public Roads" Section 317

- 1) For the purposes of this regulation the expression "race or sport" includes –
 - a) any race, speed trial, reliability trial, hill climbing competition or sports meeting;
 - b) any other activity whatsoever;
 - i) which may constitute a source of danger to traffic; or
 - ii) which may hamper, impede or disrupt the normal flow of traffic.
 - 2) No person shall organise or take part in any race or sport on a public road, unless the prior written consent of the MEC of the province concerned has been obtained or, where the race or sport will take place wholly within the area of jurisdiction of a local authority, the prior written consent of such local authority has been obtained.
 - 3) In granting consent in terms of sub regulation (2), the MEC or the local authority concerned, as the case may be, may –
 - a) in addition to any requirement prescribed in these regulations, impose such further conditions as he or she or it may deem expedient;
 - b) exempt any person concerned with the race or sport for the duration thereof–
 - i) from any provision of the Act regarding any speed limit or determine another speed limit for the road concerned;
 - ii) from any other provision of the Act or from any by-law;
 - c) levy fees for defraying the expenses incurred by the Provincial Administration or local authority concerned in connection with the race or sport.
 - 4) Any consent granted in terms of sub regulation (2) may be withdrawn at any time.
 - 5) A traffic officer responsible for the safety of the public in the area where the racing or sporting event is staged or a traffic officer at the scene of the event, may immediately withdraw the permission for the event or amend the conditions of the permit to ensure the safety of road user, if the staging or continuation of the event, in the traffic officer's opinion, is causing or will cause any danger or undue obstructions for other road users or any of the participants in the event.
- WHERE THE ROUTE OF AN EVENT:
- a) Runs along a Public Road;
 - i) A written application for closure must be lodged with the relevant authorities, such application to disclose the nature and extent of the closure, that unlicensed vehicles will traverse such roads, and the times of the closures AND WHICH APPLICATION MUST BE IN FULL COMPLIANCE OF THE ROAD TRAFFIC ACT AND REGULATIONS.
 - ii) That road must be closed with the appropriate written permission from the relevant authorities and manned by police officials and race marshals or as directed by the authority granting closure permission.

- iii) Where the route crosses a road or railway line, a danger board with a black exclamation within a red triangle is placed 100m before the road or rail crossing, followed by a board with a black cross on a white background is erected 50m before the road or railway line. A stop sign is erected at the edge of the road or railway line and must be visible to competitors allowing sufficient space to stop. It is compulsory to stop at this intersection. Competitors must ascertain whether it is safe to cross the road or railway line before proceeding. At least one (1) foot needs to be placed on the ground when the competitor comes to a standstill. The foot and bike must be stationary and no dragging is allowed. Non-compliance will incur a penalty – Refer Art. 38 g) (xix). Competitors ignoring a stop, road or rail crossing and not ensuring that it is safe to cross will be excluded – Refer Art. 38 g) (xix)
- iv) The Road must be decontrolled and competitors given time allowances that will allow them to complete the section comfortably whilst obeying all normal traffic rules.
- v) Competitors must be stopped by race marshals at the beginning of the decontrol and advised verbally as well as by means of clearly visible boards that they are about to proceed on a public road.
- vi) Competitors must be stopped by race marshals at the end of the decontrol and advised verbally as well as by means of clearly visible boards that the decontrol has ended.
- vii) Maps and written advices concerning the use of public roads must be posted at least on the official online/electronic notice board at all times during the event and preferably in any program or route map of the event.
- viii) Competitors must be fully briefed on the number, distance and frequency of decontrolled public road sections at rider's briefing.
- ix) No Organiser / Promoter or any official may orchestrate events which traverse public roads without closure, permissions, decontrols, notices, briefings or marshals or compliance with granted permission from the authority.
- x) Notwithstanding anything contained within any other regulation or rule, no racing on public roads is allowed or permitted irrespective of the status of the event. No organising club, promoter, official or competitor may orchestrate, organise or participate in any event where public roads will be travelled upon, traversed or crossed without having sought and obtained the appropriate written permissions as required in the Road Traffic Act 93/1996. Furthermore, if and when competition vehicles are required to travel on, traverse or cross any public road, such public road must be decontrolled and all the relevant provisions of the National Road Traffic Act must be fully complied with. Organisers / Promoters must ensure that sufficient officials are in attendance to both monitor and control the conduct of competitors on public roads. The penalty applicable to any Organiser / Promoter, club or competitor who fails to comply with either the provisions of the Road Traffic Act insofar as the requisite permissions required are concerned or for a breach of the Road Traffic Act, will be the imposition of a fine in the amount of R10, 000 and/or any other sanction deemed necessary by MSA.

b) Crosses but does not run along a Public Road

- i) Appropriate written permissions must be sought and obtained from the relevant authority and Organisers / Promoters must comply with the conditions of permissions granted.
- ii) Stop warning boards advising of the crossing must be posted fifty (50) metres before the crossing and a Stop board immediately before the crossing.
- iii) Competent marshals must be posted at such road crossings and must be in possession of a writing pad, pen or pencil to record the competition numbers of offenders.
- iv) All competitors must come to a complete standstill with at least one (1) foot on the ground, the definition being that even if the wheels are no longer turning but the motorcycle is still sliding this shall not constitute stopping – Refer Art. 38 g) (xix).

- v) Competitors must look both to the left and right and only once they are sure that there is no oncoming traffic, may proceed to cross the road.
- vi) No Organiser / Promoter or any official may orchestrate events which crosses public roads without such permissions, signage, marshals or compliance with granted permission from the authority.

20. START & FINISH

- a) Start:
 - i) At the start of each day's run, the starting signal will be given at the exact time a competitor is due to start.
 - ii) A competitor's start time will commence even if the competitor has not started or is late.
- b) Finish:
 - i) Once the leading competitor has crossed the finish line, the race will be deemed as finished.
- c) Pit Lane:
 - i) If approval from the Working Group has been received and live pits are NOT to be used at an event, competitors are allowed to proceed at idling speed only, maximum thirty (30) km/h and without recklessness, through any pit or DSP – Refer Art. 38 a) (i)
 - ii) Competitors will be compelled to stop for servicing at a DSP on the extreme side of the pit lane. Competitors not adhering to this ruling will be penalised accordingly.
 - iii) Competitors may overtake in pit lane, provided they adhere to point i) above.
 - iv) Live pits are to be used for all National Enduro and Hard enduro events, unless prior written permission from the Working Group has been received.
 - v) Live pits should have clearly marked race lane and pitting lane from the pit start to the pit end.
 - vi) Organisers/Promoters should try to slow the live pits down with turns where possible.
 - vii) A rider should look when changing lanes from the pit lane to the race lane.
 - viii) Should a rider be deemed to be reckless, a penalty may be applied by the Clerk of the Course.

21. REPLENISHMENTS / REFUEL

Replenishment applies to the motorcycle only, the competitor may receive food and drink at any point on the race track, but not while he is at the timing control table. Only pump fuel available from a petrol station may be used.

- a) No time allowance is made for replenishments, and they must be done during running time in working areas provided, unless there is a prescribed de-control in the event SR's.
- b) In addition to the working areas located at the start and finish, others may be situated along the course and indicated with an appropriate board stating such.
- c) It is forbidden under penalty of exclusion for a competitor to place his / her machine inside any enclosure (tent, van or similar) any time during the event for the purpose of replenishment or any other reason, except when authorised to do so by the Clerk of the Course.
- d) No fuel may be carried other than in a tank or container permanently attached to the machine. The penalty for breaking this rule is exclusion – Refer Art. 38 g) (vi).
- e) The engine must be stopped and the competitor must dismount during replenishment. The penalty for not stopping the engine and dismounting is exclusion – Refer Art. 38 g) (vii).
- f) The maximum distance between refuels is 50 km/h.
- g) Any welding work in the working area is forbidden under penalty of exclusion – Refer Art. 38 g) (viii).
- h) Quick fillers are permitted at the working areas deemed as DSP's, but not at working areas that are classified as "UNASSISTED REFUEL POINTS".
- i) Service crews are required to carry a fire extinguisher with a minimum capacity of 2.5kg, which must be located next to the motorcycle being refuelled. Fire strikers with an equivalent capacity may also be used.
- j) At refuels that are not accessible to service crews, the Organisers / Promoters shall have at least four (4) x 2.5kg extinguishers set out in the working/refuel area. Fire strikers with an equivalent capacity may also be used.
- k) The use of an environmental mat by competitors and/or service crew is compulsory.
- l) Walking pace is the speed limit in the pit lane (maximum speed permitted is 30 km/h) – Refer to Art. 38 a) (i)
- m) No competitor or service crew member may smoke within 5m of a motorcycle being refuelled –

- Refer Art. 38 g) (iv)
- n) "Splash and Dash" is exactly that, only refuelling may be done by the service crew, they may hold the bike and supply parts however only the competitor may carry out any repairs. A "Splash and Dash" area will always be deemed as a non-working area.

22. OUTSIDE POWER

- a) Throughout the meeting a motorcycle must only be moved by its own engine power, the physical efforts of its competitor, or some natural cause, or with the assistance of another competing competitor, provided that such competitor is still competing in the race.
- b) Any motorcycle that is towed by another competitor across the finish line will not be classified as a finisher.

23. OUTSIDE ASSISTANCE

- a) All outside assistance is forbidden, other than the normal assistance given at the official working areas – Refer Art. 38 g) (i)
- b) The term "outside assistance" refers to the act involved when any person, other than the competitor or an official performing his / her duties, comes into contact with the motorcycle.
- c) Outside assistance may be given by another competitor who is still racing and eligible to be classified as a finisher.
- d) Competitors who have retired or crossed the finishing line may not render assistance – Refer Art. 38 g) (xi).
- e) Outside assistance on the designated route by a spectator or any person is strictly prohibited at enduro events, in particular very difficult sections. No person other than a rider is allowed to touch a bike or rider – Refer Art. 23 m).
- f) Outside assistance from any other outside source is prohibited except in the working areas.
- g) Should a competitor, together with his / her machine, need to leave the course and return to the working area to carry out repairs, the competitor must re-join the course at the point where they left the course. – Refer Art. 38 e) (ii)
- h) Carrying of fuel on to the course is strictly forbidden.
- i) Service crews and/or service vehicles are not permitted on the racing route other than at working areas, and may not render assistance in any form whatsoever, except at these areas.
- j) Service crews may not establish "spares depots" or leave spares, tyres, fuel, lubricants etc. at any point other than the working areas whether on the route or accessible from the route.
- k) The penalty for receiving outside assistance is exclusion – Refer Art. 38 g) (x).
- l) In the working area only, service crews may do any work on the motorcycle, except for welding work. Welding may not take place in the working area, the motorcycle must be removed to a safe place sufficiently far from fuel supplies, etc. so as not to constitute a safety hazard, before welding work commences permission must be granted by an official.
- m) Outside assistance may be given:
- i) By an official (listed in the Supplementary Regulations (SR's) and / or Final Instructions as being authorised to assist competitors) on the event. If a competitor is assisted by an official as listed in the Supplementary Regulations (SR's) the competitor must remain responsible to adhere to the Standing Supplementary Regulations (SSR's) and Supplementary Regulations (SR's). Any breach thereof, regardless of the role played therein by an official shall result in action being taken against the competitor concerned, unless the competitor can prove that he / she was unable to persuade the official to act within the rules;
 - ii) An Official / Marshal in this regard cannot be a family member, rider trainer, sponsorship associate or a team member;
 - iii) Assistance by an official is limited to helping around or over obstacles, etc. which assistance must be offered to all competitors. However, this precludes the providing of spares or parts for a motorcycle or quad or the towing of a motorcycle or quad by an official;
 - iv) By another competitor who is still actively racing and is eligible to be classified as a finisher;
 - v) Competitors who have retired or crossed the finishing line may not render assistance;
 - vi) Outside assistance from any other source is prohibited;
 - vii) No assistance by service crews will be allowed at unassisted re-fuel points which are not DSP's.

24. ASSISTANCE RENDERED AT THE SCENE OF AN ACCIDENT

- a) MEDICAL BOARDS
Competitors must carry a medical Board. The medical board must have a red cross on one side

and a green OK sign on the reverse. The size is to be 300mm x 300mm. Failure to use this board or to not stop to assist a competitor will incur a penalty.

b) USE OF MEDICAL WARNING BOARD AND ACCIDENT SCENE PROCEDURE

- i) Should any competitor stop due to being involved in an accident whilst on the route being used for an event, the medical warning board must be displayed in such a manner that the red cross is clearly visible to oncoming competitors, preferably at eye level. Care must be taken to ensure that the correct side of the board is displayed to oncoming competitors. While the warning board is displayed in such a manner, the first competitor arriving on the scene of the accident must stop and render assistance.
- ii) Should a competitor arrive at the scene of an accident where no medical board is displayed, it must be assumed that the injuries are of such a nature that the competitor/s concerned is/are seriously injured or unable to display the medical warning board. Assistance must immediately be rendered. Should further assistance from other competitors be required, the competitor/s rendering the initial assistance must display their medical warning board with the Red Cross clearly visible to oncoming competitors. Should no further assistance be required, the green "OK" shall be displayed. Following an accident where no injuries are involved and no assistance is required, the green "OK" must be clearly displayed to oncoming competitors.
- iii) Penalties
Competitors who fail to stop on arriving at the scene of an accident where no medical warning board is displayed or where a red cross is displayed, are guilty of contravening the regulations and may be excluded from the results and/or reported to the Stewards of the Meeting for further disciplinary action – Competitors who are not injured and who, following an accident fail to display the green "OK" shall be subject to disciplinary action instituted by the Clerk of the Course through the Stewards of the Meeting, who in turn may recommend to MSA that further action be taken against the offenders. Misuse of the medical warning board will be treated as a serious offence and will be dealt with as such.
- iv) Compensation for competitors rendering assistance
Competitors, who render "bona fide" assistance in complying with the foregoing instructions relating to the use of the medical warning board, shall not suffer serious prejudice as a result of their actions. However, the onus shall be on the competitors concerned to prove that bona fide assistance was rendered. Substantiation in this regard would normally be required from the accident victims, fellow competitors, GPS data and officials. Once proven, the Clerk of the Course will then review the competitor's performance before and after the accident and may allocate him a corrected time for that section, depending on the circumstances and the GPS reading.

c) PROCEDURE

- i) In the event that a competitor arrives at the scene of an accident first, he / she is compelled to stop and render assistance to any injured competitor. Unconscious competitors may not be moved in the absence of medical personnel.
- ii) Upon the arrival of a second competitor at an accident scene where injuries have been sustained, either the first competitor or the second competitor must;
 - Make a note of the approximate time. GPS's may be used to record accurate times.
 - Where either competitor carries a GPS to establish the co-ordinates of the accident, write them down or mark a waypoint, alternatively to make notes of the approximate whereabouts of the accident.
 - Proceed along the race route to the next marshal point and accurately report the information to that marshal.
 - At the time of reporting to the marshal any time taken which may need to be compensated, together with the names / competition numbers of any other competitors rendering assistance and remaining with the injured competitor must be related to the marshal for verification purposes.
 - Competitors arriving subsequently at an accident scene are similarly required to stop and may relieve the assisting competitor.
- iii) This process is to be followed by all subsequent competitors.

25. RIDERS' BRIEFING
- a) Organisers / Promoters are required to hold a riders' briefing, either in the pit area or virtually via social media or the official online / electronic notice board.
 - b) Details such as the following, must be mentioned and discussed at riders briefing, at the minimum:
 - i) Distance of route;
 - ii) Number and nature of check / marshal points;
 - iii) Time bars;
 - iv) Route description;
 - v) Number and nature of road crossings;
 - vi) Start time and order;
 - vii) Affirmation of rules and what officials will be on lookout for on the day;
 - viii) Unique circumstances that may affect the race on the day (weather, etc.);
 - ix) Any other points that official feel warranted;
 - x) Event sponsors to be thanked.
26. EVENT EVALUATION FORMS
- a) All competitors are required to hand in an Event Evaluation Form, on which competitors must clearly mark their completion or retirement from the event.
 - b) These forms must be handed in within one (1) hour of the competitor finishing or retiring from the event.
 - c) The fine for not handing in a fully completed Event Evaluation form is R250.00.
 - d) Any competitor that is involved in or witnesses an incident that requires attention by the officials, is required to lodge the incident in writing to the Clerk of the Course within thirty (30) minutes of completing or retiring from the event.
27. ROUTE MARKING
- a) The official route may not be left for any reason.
 - b) In those cases where the competitors must follow a very definite route, (i.e., on grassland, rough terrain, footpaths, etc.), the Organisers / Promoters must indicate the route precisely and very clearly.
 - c) The following will be minimum acceptable route marking requirements.
 - i) Route marking must be red or orange "Day-Glo" and;
 - ii) must have a minimum visible area of 100 square centimetres. No other colours are permitted;
 - iii) Route markers may take the form of arrows or flaglets;
 - iv) No route marker to be more than 1,5 metres above ground level;
 - v) Where the route is not obvious, for example, through open bush area, forest, etc. where no obvious paths exist each succeeding route marker must be clearly visible from the preceding one by a competitor seated on his / her machine;
 - vi) On obvious routes, for example paths, roads, etc. the markers will be placed no more than 500 metres apart, irrespective of the clarity of the route;
 - vii) Green markers indicate NO GO areas / routes / paths;
 - viii) If a competitor comes across green markers, that competitor must assume he / she has taken a wrong turn and is no longer on the planned race route;
 - ix) Neither the red or orange nor the green markers are to have anything printed on them such as sponsors logo's etc. Unless written permission is obtained from the MSA Offroad Motorcycle Working Group.
 - d) Route markings must be placed on the left-hand side of the track except where a turn is indicated where the following will apply:
 - i) Track turning to the left – two (2) markers one above the other with a gap not exceeding 20 cm will be placed on the left-hand side of the track within 10m before the left-hand turn. Turning inside any of these double markers by any distance will be deemed as a deviation – Refer Art. 38 d) (iii) and Art. 38 g) (ii). A single confirmation marker must follow this on the left-hand side of the track after and within sight of the intersection or turn;
 - ii) Track turning to the right - As above, except that the double markers must be placed on the right-hand side of the track;
 - iii) Track doubling back - four (4) markers, one above the other, shall be placed at the turn to indicate the 180-degree corner.
 - e) Danger boards should only be used where an extreme change in terrain takes place without

warning. Danger boards should have a minimum size of 30cm wide x 50cm high with an exclamation mark or three (3) markers 50m before the hazard to give the competitor sufficient warning. A Danger board or three (3) markers must be placed at the actual danger point. Where the route comes to a T-junction at which there is barbed wire or game fencing, a danger board should be placed at least fifty (50) metres before the fence and this fencing should be clearly marked with barrier tape indicating the direction of the turn.

- f) Where the obvious road is not a continuation of the route, “no go” marking should be introduced if at all possible.
- g) Where the terrain does not allow for the above type of marking (e.g., rocky mountainous terrain devoid of vegetation) the route may be marked with painted “Day-Glo” directional arrows and non-directional “Day-Glo” paint onto fixed objects. This paint MUST be biodegradable.
- h) Any deviation off the official marked route, shall be penalised thirty (30) minutes for the first transgression, the second transgression shall be exclusion – Refer to Art. 38 d) (iii) and Art. 38 g) (ii).
- i) All markers except the biodegradable paint must be removed from the route within twenty-one (21) days of completion of the competition; failure to do so may result in MSA withholding future permits until rectified.

28. LOCAL TRAFFIC REGULATIONS

- a) Competitors must conform to the traffic regulations in force in each locality crossed during the competition.
- b) Any competitor found guilty of an offence against such regulation may, after enquiry, be excluded.

29. IMPASSABLE SECTIONS

- a) If, in the course of the meeting, the Clerk of the Course decides that a section of the course has become impassable or that its condition is such that it cannot be negotiated without outside assistance, he may take out the entire section.
- b) This may only be enforced if it does not prejudice competitors who have already completed (or entered) this section.

30. TIMEKEEPING

- a) Pro Timing will be the only timing system allowed to be used at all National Enduro and Hard Enduro events. The Fee/cost of the Timing will be covered by the Enduro Trust Fund. Travel, accommodation and other costs associated with Pro Timing will be covered by the Event Organisers / Promoters.
- b) Organisers / Promoters must provide a suitable area for time keepers which will be a restricted area and must provide adequate protection from inclement weather conditions.
- c) Timekeeping equipment must be handled under the supervision of an official licenced timekeeper.
- d) Provisional results should be posted as soon as possible, however the intended posting time of provisional results will be published in the Supplementary Regulations (SR's).
- e) Timekeepers will be fined Two Thousand Five Hundred Rand (R2, 500) per hour for results that are late (maximum fine limit is Seven Thousand Five Hundred Rand (R7,500). Provisional results will only become final once they have been signed off by the Clerk of the Course in accordance with the stipulated time as published in the supplementary regulations – Refer Art. 351 h) (iii).
- f) Every timekeeper for an event needs to be licensed by MSA (without exception).

31. ROUTE / CHECK CARDS

A Route Checkpoint may be a manned “Tick Marshal” ticking a Route Card / decal, or unmanned “Stamper” using a Stamp Card or a digital Checkpoint receiver:

- a) Route check cards will be issued at the documentation. Competitors will be responsible for getting their cards marked / stamped at all the route checks.
- b) All check cards are to be checked by the competitor at each checkpoint, and it's the competitor's responsibility to ensure that the check card marker is clearly visible with the naked eye on the check card.
- c) Route check cards must be handed in at the end of the day or at the end of each lap, or on retirement, failure to do so will result in the competitor being awarded a penalty – Refer to Art. 38 g) (xi)
- d) Any competitor who fails to get his / her route check card marked / stamped at a check point with the intention to deceive the Organisers / Promoters by altering or obliterating any entry on his / her check card, or using another competitor's check card, will be excluded – Refer Art. 38 g) (xiv).
- e) Any competitor who accidentally loses his / her route check card must obtain another from the official in charge of the main time control. This new card must be used at that checkpoint and

- at all the following checks – Refer Art. 38 f)
- f) Competitors will be penalised a minimum of fifteen (15) minutes for the first Checkpoint missed – Refer Art. 38 c) (iii). Competitors missing a second Checkpoint will be penalised a minimum of thirty (30) minutes – Refer Art. 38 d) (iv). Competitors missing 3 or more Checkpoints will be penalised a minimum of 1 hour – Refer Art. 38 e) (iii).
 - g) A digital checkpoint system will be used at some events whereby the competitor must ensure that their digital tag / wrist band is used as per the system requirements. In some instances, the digital checkpoint system can be used in tandem with the Route check card system, at the discretion of the COC.

32. INDICATION OF CHECK POINTS AND STAMP POINTS

- a) A check point will be indicated by a board placed five (5) to ten (10) metres before reaching the control.
- b) These boards will be placed so that they are always clearly visible to the competitors.

33. TIME LIMIT

A - DECONTROL:

Decontrols may be implemented at the discretion of the Organisers / Promoters, taking the wellbeing of competitors into account. Where decontrols are implemented, this shall be on the following basis:

- a) A minimum of ten (10) minutes at the pits at approximately 50% race duration.
- b) Organisers / Promoters will maintain sequence and time sheets at the start and finish of the decontrol to confirm entry and exit order.
- c) Large display digital clocks are compulsory at the entry as well as the exit of decontrols.
- d) Organisers / Promoters will provide competitors with a sticker reflecting the exit time at these decontrol points. Retention of these stickers is the responsibility of the competitor and any competitor endeavoring to exit the decontrol without such sticker will have to return to the decontrol marshal to obtain a replacement sticker with the same original time on it. Any delay in obtaining this will be to the detriment of the competitor.
- e) A fifteen (15) minute penalty will be applied for a competitor leaving the decontrol early – Refer Art. 38 c) (i)

B - UNASISTED REFUEL POINTS

- a) Fuel cans must be set up in an orderly fashion with require refueling mats in place.
- b) Refuel points need to be suitably bunted off to ensure the safety of competitors and officials and to control the flow of race traffic through the refuel point.
- c) The routing of the competitors must ensure that all competitors pass through the refuel point even if they do not take on fuel.
- d) There may be no alternative around a refuel point.
- e) Refuel points must always be unassisted and no assistance in terms of holding the motorbike and or passing fuel to the rider.
- f) Riders need to be dismounted from the bike during refueling.
- g) Adequate signage indicating the start and end of a DSP or pits and refuel points must be clearly marked and visible to competitors.
- h) No quick fillers are permitted at all unassisted refuel points.
- i) Refer to 'Accepting outside assistance' – Refer Art. 23 and Art. 38 g) (x).

34. CLAIMS TO SPECIAL TIME ALLOWANCE

- a) If a competitor can convince the COC that he was delayed by abnormal circumstances outside his / her control, such as a delay occasioned because he had to stop to render first aid in the case of a serious accident, an allowance may be granted.
- b) Neither alleged balking caused by another competitor cannot be accepted as an abnormal circumstance.

35. ROUTE CHECKS

- a) In addition to having his / her route check card marked / stamped with the checkpoint marking clearly visible with the naked eye at all the check points, the competitor must produce his / her route check card for marking / stamping at any official route check.
- b) A board placed on either side of the road ten (10) metres before the route check will indicate such route checks, which may or may not be marked / stamped on the route check card.
- c) At each route check, the officials must keep a checklist indicating the passage of each competitor by number and in order of arrival.
- d) If clippers are used they must have warning boards posted both fifty (50) metres before and at the clipper position. It will not be necessary to man these clipper positions.
- e) No GPS information will be used to validate any missing checkpoint.
- f) **Should a competitor return an unrealistic lap time or it is obvious that the competitor has**

deviated from the route and the competitor has gained an advantage, a 30-minute penalty per occurrence plus any advantage gained at the discretion of the COC – Refer Art. 38 d) (v)

36. COURSE DESIGN

The course must be practicable in all kinds of weather conditions, and of a terrain that is aligned to the normal description of that particular facet. There are to be no special stages, and the entire race course is to be raced by competitors from start to finish.

- a) No steel stakes or any material that can impale a competitor may be used to hold barrier tape to demark the route.
- b) No practising will be allowed and the penalty for practising is exclusion – Refer to Art. 38 g) (xvi).
- c) The competitor must cross the finish with a flying finish and stop at the stop control, which will be situated at least twenty (20) metres after the finish line and will be clearly sign posted.
- d) The Start / Finish area should have a design of timed in and recorded out of pit lane, with a standard format to allow for decontrol, flying finish and parc ferme, to allow Organisers / Promoters, time keepers and officials to work efficiently together.
- e) Competitors may not stop between the finish line and the twenty (20) metres leading up to the stop sign / line.
- f) Organisers / Promoters are to take all precautions possible to alleviate the possibility of “bottle necks” on the route.

37. FINAL IMPOUND

- a) At the final impound, or within thirty (30) minutes later, one or more engines of the motorcycles having finished the competition may be examined.
- b) If any engine is found not to comply with the capacity of the class in which it was entered, the competitor concerned will be excluded.
- c) All GPS units, which must be attached to the race bike at all times during the race – **Refer to Art. 38 d) (vi)**, must accompany that race bike into the impound area, and may not be removed from the bike until the bike has been released from the impound area by a race official.
- d) Race officials may remove GPS's from the race bikes whilst in impound for the purposes of downloading the race data on the GPS units in question. In such instances, the onus will be on the competitor to reclaim his / her GPS unit(s) from the race officials once the download is complete, and only after the impound area has been officially opened.
- e) Organisers / Promoters are required to institute a functional system of recording and naming ownership of impounded GPS's.

38. LIST OF PENALTIES

The following standard penalties shall apply. The COC shall notify the imposition of any such penalty to the competitor in writing but a hearing shall not be required prior to imposition if circumstances make it impractical to do so – Refer to GCR 175.

- a) Five (5) Minutes
 - i) Exceeding walking pace (maximum speed permitted is 30km/h) in the pit lane – five (5) minutes – Refer Art. 20 c) (i)
 - ii) For jumping the start – five (5) minutes
 - b) Ten (10) Minutes
 - i) For not first ensuring that it was safe to cross a road crossing before pulling off from a stop control.
 - c) Fifteen (15) Minutes
 - i) For leaving a decontrol ahead of time – Refer Art. 33 e)
 - ii) Any transgression of Art. 17 per occurrence – fifteen (15) minutes or Exclusion depending on severity – Refer Art. 38 g) (xxv)
 - iii) For the first Checkpoint missed – Refer Art. 31 f)
 - d) Thirty (30) Minutes
 - i) Failure to wear a helmet or protective clothing whilst racing – Refer Art. 10 e)
 - ii) For failing to refuel on an environmental mat – Refer Art. 17 a)
 - iii) Deviating off the route i.e., turning inside double markers, turning inside marking stakes or bunting, being further than twenty (20) metres away from a single marker. (1st offence): (thirty (30) minutes) – Refer Art. 27 d) (i) and h)
 - iv) For the second Checkpoint missed – Refer Art. 31 f), over and above the fifteen (15) minute penalty for 1st checkpoint missed.
- v) Should a competitor return an unrealistic lap time or it is obvious that the**

competitor has deviated from the route and the competitor has gained an advantage – Refer Art. 35 f)

vi) Removing the GPS from the motorcycle, unless requested by a race official – Refer Art. 37 c)

e) Sixty (60) Minutes

- i) Failing to have a 2.5kg fire extinguisher available, located next to the vehicle being refuelled – Refer Art. 17 b)
- ii) Leaving the course to carry out repairs in the working area without returning to the point where they left the course – Refer Art 23 g)
- iii) Penalty for more than three (3) Checkpoints missed – Refer Art 31 f), over and above the fifteen (15) minute and thirty (30) minute penalties for the 1st two (2) checkpoints missed.

f) One (1) Lap Penalty

Minimum of a one (1) Lap penalty for a lost Route Check Card – Refer Art. 31 e)

g) Exclusion

- i) Receiving spare parts outside the working area – Refer Art. 23 a)
- ii) Deviating off the route (2nd offence) – Refer Art. 27 d) (i) and h)
- iii) For failing to carry out the instructions of an official.
- iv) Smoking while refuelling or working on the motorcycle – Refer to Art. 21 m)
- v) Being more than sixty (60) minutes late at the start.
- vi) Replenishment outside areas provided for this purpose by the Organisers / Promoters, or carrying fuel in a container not securely affixed to the motorcycle – Refer Art. 21 d)
- vii) Not stopping the engine and dismounting during replenishment – Refer Art. 21 e)
- viii) Carrying out any kind of welding work in the working area – Refer Art. 21 g)
- ix) Reserved
- x) Accepting outside assistance – Refer Art. 23 k)
- xi) Being accompanied by a retired or non-competitor – Refer Art. 23 d)
- xii) Knowingly riding in the reverse of the route.
- xiii) Starting the race without 1 (one) litre of drinking fluid, medical board and a first aid kit – Refer Art 10 d) and 10 f)
- xiv) Altering a route check card or using another competitor's route check card – Refer Art. 31 d)
- xv) A competitor who misses a manned check point more than once – Refer Art. 31 f) at the discretion of the Clerk of the Course.
- xvi) Practicing on the course – Refer to Art. 36 b) and Art. 41 a)
- xvii) Engine capacity, frame or Engine Number not complying with that stated on the self-scrutineering form or change of engine or frame – Refer Art. 15 a)
- xviii) For any false declaration on the self-scrutineering form – Refer Art. 15 a)
- xix) Not stopping and putting one foot on the ground at a road or railway crossing – Refer Art. 19 5) a) (iii) and Art 19 5) b) (iv)
- xx) Reserved
- xxi) Failure to hand in route check cards at the end of the day, at the end of each lap or on retirement – Refer to Art. 31 c)
- xxii) For failing to hand in a GPS for route download when so requested – Refer Art. 3 i)
- xxiii) Committing any breach of the General Competition Rules (GCR's), these Standing Supplementary Regulations (SSR's), Supplementary Regulations (SR's), Official Bulletins or Final Instructions for which no specific penalties have been laid down.
- xxiv) Competitor conduct and responsibility. Each competitor is responsible for the behavior and conduct of every person associated with him / her at the race.
- xxv) Any act that is prejudicial to the environment, depending on severity – Refer to Art. 17 and Art. 38 c) (ii)

39. TRANSPARENCY

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

40. PUBLICATION OF RESULTS
The race day results should be published as soon as possible; however, the intended posting time of provisional results will be published in the Supplementary Regulations (SR's).
41. PRE-RACE PRACTISING
- a) Any competitor who has been found to have walked, ridden (any form of transportation) or practiced on the route at any time during the twenty-eight (28) days preceding the event, will be precluded from participation or subsequently excluded – Refer Art. 38 g) (xvi).
 - b) The foregoing, however, does not apply to legitimate participation in an MSA sanctioned event, which may have crossed or used roads forming part of the event's course within the last twenty-eight (28) days.
 - c) All actions / decisions in this respect will be adjudicated by the Clerk of the Course of the upcoming National event.
 - d) Walking the start, parts of the course or any GPS routes supplied for riders or spectators is not allowed, unless authorized by the COC.
 - e) Should a competitor be requested to assist with the marking of the route, the penalty will not be enforced, provided this competitor has completed two (2) full days of route assistance, however written permission from the Clerk of the Course and the Organisers / Promoters will need to be submitted to MSA prior to the event.
42. PRIZE GIVING
Prize giving will be held as soon after the event as possible, unless exceptional circumstances occurred, and the prize giving venue had to be at the venue where the event was held.
43. ORGANISATIONAL REQUIREMENTS FOR NATIONAL CHAMPIONSHIP EVENTS
- a) The following must be complied with or services / facilities to be provided by Organisers / Promoters, and failure to comply will result in loss of permit.
 - b) Fifteen Thousand (R15 000.00) fine to any club / Organiser / Promoter who is allocated a National event but does not stage the race, save only due to force majeure. This fine will be forwarded to the Organisers / Promoters of the replacement event or used at the MSA Offroad Motorcycle Working Groups-discretion should a replacement event not be found.
 - c) Each National event shall be pre-run and the proposed deemed safe and in line with the purpose of the National Championship by the appointed Route Director. This pre-run must be done, at the latest, on the day before the event, after all route marking has been done. A comprehensive report is to be written and read at riders briefing, as well as posted on the official online / electronic notice board before documentation starts on the Friday. This report will contain information on route marking, safety marking, accuracy of published distances on regularities, including the Route Directors opinion on achievability of lap regularity times for the National Pro competitors.
 - d) In an event where there is more than one (1) loop and these loops are to be run in a sequence, Organisers / Promoters are required to have stickers made for competitors, showing the correct sequence of loops and to indicate this at the riders briefing, however the onus is entirely on the competitor to follow the correct sequence and to get clarity in their minds beforehand.
 - e) Draft regulations to be submitted to MSA by the Organisers / Promoters at least eight (8) weeks prior to the event and, having, been approved, must be distributed to the prospective entrants at least six (6) weeks prior to the event.
 - f) A Programme for the event must be produced and one (1) copy placed on the official online / electronic notice board. It must contain all the requirements in terms of GCR 90. The programme must also contain an environmental message and display the MSA environmental logo.
 - g) A website or official notice board which must give the following information:
 - i) Supplementary Regulations (SR's);
 - ii) Official Bulletins and route schedule;
 - iii) Entry list (regularly updated);
 - iv) Self-Scrutineering Form;
 - v) On-line Entry Page;
 - vi) Accommodation Details;
 - vii) Results (latest Monday after the event, but preferably on a daily basis)
 - h) Main start / finish DSP areas at National events must have catering facilities.
 - i) Timekeepers shall produce at least two (2) copies of provisional results and Organisers / Promoters are to post multiple copies in a well-lit area in order to avoid congestion as they are posted. It is a requirement for all relevant officials to be visibly present (clearly identified

with signage) at the time of provisional and final result posting to ensure that any queries can speedily and efficiently resolve. A suitable private venue needs to be set aside for the hearing of protests, with secretarial services such as computers, printers and copiers to be provided at this venue.

- j) Trophies must be of a high standard befitting the status of a National event. Finishers Badges should be metal or glass of high quality and must state the name of the event and the month and year. Cloth badges or trinkets are not acceptable.
- k) A suitable P.A. system must be supplied both for briefings (if held in the pit area) and prize giving. The MC who will be coordinating the prize giving must be instructed to mention all award winners, sponsors and make of motorcycle.
- l) Competitors are to be provided with suitable reserved pit areas provided they have made arrangements with the Organisers / Promoters at least one (1) week prior to the event taking place.
- m) Spread sheet of route schedule must contain the following information; Start time, row number, competition number, loop name, loop distance, average speed, time and due time of arrival (DTA) to be on official online / electronic notice board and entry website.
- n) Comply with all requirements and by-laws of the Safety at Sport and Recreation Act 2 of 2010 – Refer to GCR 78.
- o) No club or regional event shall be permitted to be held in the same region or at the same venue the day after a National event, unless the hosting club is the same club that hosted the National event.

44. SOCIAL MEDIA CONDUCT

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

45. MARKETING AND ADVERTISING RIGHTS

- a) As per GCR 83, Motorsport South Africa (MSA) is the sole owner of all television, radio, social media content, video cassette, sponsoring, marketing, advertising, merchandising, promotion, licensing and any other rights for all MSA National Championship events.
- b) All the aforementioned rights in connection with National Championship events within the Enduro Motorcycling facet shall be managed and administered on MSA's behalf by its MSA Offroad Motorcycle Working Group
- c) All media attending the event either directly or indirectly as part of rider teams need authority to conduct their services at the event and need to follow the necessary MSA media regulations and Art. 44.
- d) All media once approved to be present at the event, are required to report to the race control admin and sign the roster before the event starts.
- e) All media must have the required MSA clothing requirements so that they are clearly visible as media at the event. No permission will be given to access the route in accordance with event safety regulations unless they are clearly identifiable as media.
- f) Advertising: It is a condition of entry that in addition to the advertising referred to in GCR 246, competing vehicles / motorcycles shall also display the advertising, if any, as stipulated in the Championship Regulations and specifications for the class for which the motorcycle is entered.
- g) Advertising: Advertising of approved sponsors are to be displayed on the motorcycle when requested, competitors avail themselves for interviews and any media content distributed from MSA events needs to be, with adherence to these SSR's and GCR 246, as well as GCR 247 and 248.

46. 2024 QUALIFICATION CRITERIA

A) ISDE WORLD TROPHY:

- i) *Applicant must be the holder of a National MSA Licence and South African Passport;*
- ii) *Applicant must currently compete in a Junior or Senior Enduro or Cross Country Motorcycle*

- National Championship under MSA in the year of applying;**
- iii) Must have won a Cross Country Motorcycle or Enduro National Championship Title in a Senior Category
- iv) Must be financially legible for travel to the International event;
- v) Must be 20 years or older at the time of selecting the team for the event to be considered for the World Trophy team;
- vi) Should National Champions not be available to compete, the current top 5 riders in a Senior category at time of selection may apply.

B) ISDE JUNIOR TROPHY:

- i) Applicant must be the holder of a National MSA Licence and South African Passport;
- ii) Applicant must currently compete in a Junior Enduro or Cross Country Motorcycle National Championship under MSA in the year of applying;
- iii) Must be legible for travel to Spain in 2024;
- iv) Must be 23 years or younger at the time of the even to be considered for the World Trophy team;
- v) The top 5 riders in a National Championship class at the time of selection can apply for a junior trophy should they meet the above criteria too.

C) MSA Offroad Motorcycle Working Group:

- i) Have final decision on any Enduro team chosen to represent South Africa at international events;
- ii) Shall motivate all team selection to MSA ManCom for final approval in conjunction with the MSA Offroad Motorcycle Working Group;
- iii) Shall make the selection criteria known for each International event prior to the start of each season.
- iv) Link to be completed ONLY if the above criteria has been met:

<https://forms.gle/PftRRM1GMtnjZ5Tx9>