



2024

MSA National Standing Supplementary Regulations

Enduro and Hard Enduro

Version 2

15 February 2024

Ref: 163192/157(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 8 b); ART 12.5 5 a) (iii) & b) (iv)	Immediately	15 Feb 2024	Wording amended
ART 10 b) and h) (iii) ; ART 11 f) & ART 15	Immediately	15 Feb 2024	Wording added
ART 11.1 b)	Immediately	15 Feb 2024	Wording deleted

Regional and Club category specific regulations may not be in conflict with National SSRs, unless approval from the MSA Offroad Motorcycle Working Group has been received.

Where individual facet regulations are silent on an issue, and in the event of any dispute, these National SSRs will take precedence.

These SSRs are applicable to all Motorsport South Africa (MSA) Enduro events inclusive of Enduro and Hard Enduro.

Where these SSRs are silent on an issue, and in the event of any dispute, the National Cross Country Motorcycle SSRs will take precedence.

Link for the 2024 GCR Regulations:

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

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ART.

1. CHAMPIONSHIP CONTROLLERS

The controllers of the MSA National Enduro Championships & the MSA National Hard Enduro Championships shall be the MSA Offroad Motorcycle Working Group.

2. AIM OF THE CHAMPIONSHIP

- a) There will be Two Championships that fall under the auspices of the Enduro facet in 2024:
- i) National Enduro Championship
 - ii) National Hard Enduro Championship

A) Enduro Championship

South African National Enduro Championship (SANE)

The aim is to declare an MSA National Enduro Champion in the following classes:

- 1) Junior
- 2) Pro 85cc
- 3) High School
- 4) Ladies
- 5) E1
- 6) E2
- 7) E3 Seniors / Masters

In the event there are insufficient number of starters (6 riders on the start line), to comprise separate classes, Seniors and Masters classes will compete as one class – E3. This will be decided at the first event of the season. Should there be sufficient riders there will be a:

- i. Seniors
- ii. Masters

An Overall Champion winner for all classes competing over full time and distance.

B) Hard Enduro Championship

South African National Hard Enduro Championship (HESA)

The aim is to declare a MSA National Hard Enduro Champion in the following classes:

- 1) Gold
- 2) Silver
- 3) Bronze

C) To declare the South African National Enduro and National Hard Enduro Manufacturer's Champions.

- 1) 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.
- 2) 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.

D) To declare the RegionalCUP Champion (minimum MSA National CC Mcycle / Enduro licence required)

- 1) RegionalCUP is a Regional Championship to determine the Champion Region for the National Enduro each year, based on the performance of riders representing each region as well as the number of riders representing the Region at the National Championships.
- 2) Points towards the RegionalCUP are earned as follows:
 - i. A rider finishing in the Top 3 of a National Enduro race has his/her points for that race allocated to their Regions RegionalCUP points pot, for example, Rider A from KwaZulu-Natal finishes 1st in Seniors class, and therefore 25 points for 1st place gets allocated to the Regions RegionalCUP points as well.
 - ii. In summary, points are only valid for National classes, and only points for riders in the Top 3 per class will apply.
- 3) Regions receive 25 bonus points per National Round for each class with 5 or more riders representing the Region and starting the race.
- 4) The Champion Region receives the RegionalCUP floating trophy for the year, to be awarded at the final round of National Enduro Championship.

- 5) Rider Entry Bonus points:
 - i. Each paid rider entry received earlier than 14 days prior to the event receives a single bonus point towards the riders National Championship points – this is to assist organisers in gaining more accurate attendance rider numbers to assist with event planning in particular medical support, ablutions, catering and pit logistics.

3. **CHAMPIONSHIP PARTICIPATION**

- a) For a National Championship to be declared, there is to be an average of six (6) starters per National class calculated over the total number of rounds in the championship.
- b) Should there be less than 6 starters on the start line at Round 1, the class will be merged into the next most suitable class as determined by the MSA Offroad Motorcycle Working Group.
- c) The South African National Enduro Championship will comprise 6 rounds to be held at two, 3 day events, with 5 rounds to count.
- d) The South African National Hard Enduro Championship will comprise 4 rounds with all rounds to count.
- e) Competitors may not compete in more than one National Class.
- f) A Competitor needs to have participated in 4 Regional Enduro Championship events in order to qualify to participate in the National Championship Series.
- g) DNF and DNS's need to be clearly indicated on the Clerk of Course signed result sheets.
- h) All entries must appear on the result sheets.

4. **CHAMPIONSHIP POINTS**

- 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 – 25	2 nd – 22	3 rd – 20	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) 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 event of a tie at the end of the season, the competitor with the greatest number of class wins will be declared the winner. Should the tie still not be resolved, the competitor with the highest points scored at the final event will be declared the winner. Should this still be ineffective in resolving the tie, 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.

5. **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).

6. **AWARDS**

- a) Trophies Awarded for 1st to 3rd per class at each National Race
- b) Manufacturers Trophy awarded at each National Race
- c) SA National Enduro engraved Floating Trophies awarded to 2024 SA National Class Champions at the final National Enduro Prize giving.
- d) RegionalCUP engraved Floating Trophy awarded to the 2024 Champion Region at the final National Enduro Prize giving.
- e) Trophies must be of a high standard - for example silverware, glassware or laser engraved hard wood or Perspex (no plastic),
- f) National Enduro Champions keep Floating Trophies for the year of their reign, however they remain the possession of SA National Enduro and must be returned at the start of the new Enduro Championship season.

7. **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.

8.

ELIGIBILITY OF COMPETITORSa) **REQUIREMENTS**

- i) All competitors must hold a valid MSA competition license for Cross Country Mcycles & Quads / Enduro. This license must be uploaded to the National Enduro Website and emailed to the event secretary prior to the start of the event.
- ii) Where the entrant is not the competitor, an Entrants license must be obtained from MSA prior to the submission of the entry. Failing this, the entrant's name will not be published in any documentation for the event. Organisers / Promoters need to ensure that provision is made for the Licenced Entrant to sign on next to their competitor's name at event documentation – Refer to GCR 113 (xv).
- iii) The minimum age to compete at National and Regional level shall be as per ART 8 b).
- iv) All competitors to register and create their profile on the National Enduro website and upload all supporting documentation and info required:
 - 1) ID
 - 2) MSA Licence
 - 3) Picture of the competitor
 - 4) Racing profile – sponsors etc.

b) **CLASSES**

NATIONAL ENDURO CHAMPIONSHIP CLASSES – minimum MSA National CC Mcycle / Enduro licence is required		
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. PLEASE NOTE FOR THE 2025 SEASON: Open to competitors from the year of their 13th birthday – 17th birthday	The maximum permissible capacity is 200cc 2-Stroke
Seniors	Seniors - From the year of the competitors 36 th birthday and older	Any Capacity Motorcycle
Masters	Masters - From the year of the competitors 46 th birthday and older	Any Capacity Motorcycle
Ladies	From the year of their 14 th 15 th -birthday	Any Capacity Motorcycle
Pro85	From the year of the competitors 10 th birthday, to 31 st December of the year in which their 15 th birthday occurs.	The maximum permissible capacity is 85cc 2-stroke
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
SOCIAL CLASSES – minimum MSA One event Social CC Mcycle / Enduro licence is required		
CLASS	CLASS AGE	CAPACITY
Social Class	Age restriction as per above classes.	Engine capacity as per above classes.

NATIONAL HARD ENDURO CHAMPIONSHIP CLASSES – minimum MSA National CC Mcycle / Enduro licence is required		
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.
SOCIAL CLASSES – minimum MSA One event Social CC Mcycle / Enduro licence is required		
CLASS	CLASS AGE	CAPACITY
Social Class	Age restriction as per above classes.	Engine capacity as per above classes.

c) **NUMBER OF ENTRIES**

- i) 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.
- ii) 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.
- iii) If too many entries are received, the method used by the Organiser / Promoter to select the entries will be stipulated in the SR's.
- iv) 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.

d) **MEDICAL KIT**

All competitors must carry, at all times whilst racing, a First Aid Kit as detailed below:

- 1 x Medical Board
- 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 Triangular Bandage (multiple uses)
- 1 x 100mm Conforming Bandage
- 1 x CPR mouthpiece (recommended)
- 4 x Plasters (range of sizes)
- 1 x Pair Surgical Gloves

9. ELIGIBILITY OF MOTORCYCLES

a) **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/
- x) The maximum allowed decibel reading is 112 dB/A measured with the "2 metre max" method for motorcycles.
- xi) Number boards must be as per the National Cross Country Motorcycle SSRs number board template – Refer to SSR 329 i).
- xii) A self-declaration scrutineering form needs to be completed by each competitor. This completed form needs to be 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 National Cross Country Motorcycle SSR 328 j). Organisers / Promoters, through the appointed officials, are required to check at least 10% of the entries for conformity to the self-scrutineering form.

xiii) Cameras and Recording Devices – No camera or recording device may be fitted to the crash helmet or anywhere on the body of any competitor. Offenders shall not be permitted to take part in the event until such time as the area of non-compliance is rectified – Refer GCR 124 and National Cross Country Motorcycle SSR 351 i) (ii).

b) **CHANGE OF MOTORCYCLE**

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

10. ENTRIES

a) The maximum entry fee for National events will be R3500.00 per 3-day event.

b) The maximum entry fee for National Hard Enduro event will be R1000.00.

c) Please note the National Entry Form link must be used for all entries – link will be on the Supplementary Regulations.

d) Entries will close five (5) days before the event in the case of National events.

e) Late entries will be accepted at the discretion of the Organisers / Promoters.

f) Social class entries will be R350 per entry where possible at the discretion of the Organiser/ Promoter

g) Refusal of entry – Refer GCR 99 and 100.

h) 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) **Junior and** all other Competitors – R10.00 per competitor

11. PRE-EVENT

11.1 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.

a) Previous years' Championship winners may use a Gold number on the relevant class background. These number boards will be provided by the Offroad Motorcycle Working Group by the first round of the Championship season.

b) 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

c) 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) Social Numbers:

X1 – X999 (Social CC Mcycle & Enduro licenced competitors)

d) Competition numbers can only be reserved once a 2024 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:

Class	Licence	Number Colour	Background Colour
E1	Nat / Reg	White	Green
E2	Nat / Reg	White	Black
Seniors	Nat / Reg	Red	White
Masters	Nat / Reg	White	Royal Blue
High School	Nat / Reg	Royal Blue	White
Ladies	Nat / Reg	Black	Pink
Pro85 (Senior 85cc)	Nat / Reg	White	Royal Blue
Pro85 (Junior 85cc)		White	Orange
Junior	Reg	White	Black
Club	Club	Black	Yellow

- g) Previous years SA National Champions are recognized by a CHAMP board format for the current season:

2023 National Class	Number Colour	Number Border	Background Colour
E2	Super Chrome GOLD	White	Black
E1	Super Chrome GOLD	White	Green
High School	Super Chrome GOLD	Royal Blue	White
Seniors	Super Chrome GOLD	Red	White
Masters	Super Chrome GOLD	White	Royal Blue
Ladies	Super Chrome GOLD	Black	Pink
Pro85	Super Chrome GOLD	White	Orange
Junior	Super Chrome GOLD	White	Black

- h) 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.
- i) All letters must be the identical size to numbers.
- j) Motorcycles: Front & Sides 210 x150mm (Width & Height).
- k) 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.

12. THE RACE

12.1 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 with riders competing in their Class and the Open class starting in Open. Discretion may be used by the COC should a non-aced 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) Dust gap intervals will be at the discretion of the Clerk of Course. Late entries will start at the back, regardless of class.

12.2 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.

12.3 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 blocking caused by another competitor cannot be accepted as an abnormal circumstance.

12.4 ENVIRONMENTAL

Refer to National Cross Country Motorcycle SSR 352 and the Environmental Code:

<https://www.motorsport.co.za/wp-content/uploads/2024/01/2024-MSA-Environmental-Code-13.12.2023.pdf>

12.5 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 –
- any race, speed trial, reliability trial, hill climbing competition or sports meeting;
 - any other activity whatsoever;
 - 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 15 National Cross Country Motorcycle SSR 340**. Competitors ignoring a stop, road or rail crossing and not ensuring that it is safe to cross will be excluded – Refer **ART 15 National Cross Country Motorcycle SSR 340**.
 - 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 15 National Cross Country Motorcycle SSR 340**.
 - 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.

13. THE COURSE

13.1 COURSE DESIGN

The course must be designed to accommodate all levels of rider while still providing a true test for each class. The course should include class specific bypasses around extreme technical section. The entire race course is to be raced by competitors from start to finish.

- a) Competitors may walk and inspect the first 500m of the track for safety purposes.
- b) If Motocross or Endurocross type sections or obstacles are included in the track, competitors may be allowed a pre-race sighting run of that track or obstacle for safety purposes at the discretion of the Route Director.
- c) No steel stakes or any material that can impale a competitor may be used to hold barrier tape to demark the route.
- d) No practising will be allowed and the penalty for practising is exclusion – Refer to National Cross Country Motorcycle SSR 333.
- e) 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.
- f) 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.
- g) Competitors may not stop between the finish line and the twenty (20) metres leading up to the stop sign / line.
- h) Organisers / Promoters are to take all precautions possible to alleviate the possibility of “bottle necks” on the route.

13.2 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.
- b) Average speed of average riders should be 15-25km/h
- c) Riders should not be at maximum speed for longer than 200m depending on terrain. A bunting / chicane system should be used to break high speed zones.
- d) 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)
- e) A cut off to be enforced when the leader completes his / her required time or distance.
- f) Competitors that do not complete their time or distance qualify as a finisher and pass the chequered flag, provided they complete more than 50% of their class race distance.
- g) Where possible course designers must make more than two (2) lines in technical sections to alleviate bottlenecks.
- h) A necessary refuel point on the course may be implemented.
- i) GPS's are compulsory for all National classes.
- j) Competitors making use of non-Garmin units or non-USB connections must supply cabling so that Organisers / Promoters can communicate with their GPS.
- k) Competitors are responsible for ensuring race officials can receive a complete data log of their day's event – Refer National Cross Country Motorcycle SSR 345
- l) 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.
- m) Organisers / Promoters will download at least five (5) units per event.

- n) Enduro events will be a start to finish (flag to flag) event. The winner will be the competitor that completes the course for his class in the shortest time.
- o) The route may traverse cultivated and grazing land (veld), and be set to avoid damage to vegetation and crops,
- p) Competitors should ensure that they afford another competitor every opportunity to overtake in the interest of fairness and safety.
- q) Competitors failing to adhere to the above may be reported to the Clerk of the Course who will take the necessary action.
- r) 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.

14.

ISDE QUALIFICATION

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 eligible 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 eligible 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>

15.

PENALTIES

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 and the National Cross Country Motorcycle SSRs, if not specifically referred to in these SSRs:

a) Five (5) Minutes

- i) 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**
- ii) Any transgression of Art. 12.4 per occurrence – fifteen (15) minutes or Exclusion depending on severity**
- iii) For the first Checkpoint missed**

d) Thirty (30) Minutes

- i) Failure to wear a helmet or protective clothing whilst racing**
- ii) For failing to refuel on an environmental mat**
- 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)**
- iv) For the second Checkpoint missed, 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

vi) Removing the GPS from the motorcycle, unless requested by a race official

e) Sixty (60) Minutes

i) Failing to have a 2.5kg fire extinguisher available, located next to the vehicle being refuelled

ii) Leaving the course to carry out repairs in the working area without returning to the point where they left the course

iii) Penalty for more than three (3) Checkpoints missed, 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

g) Exclusion

i) Receiving spare parts outside the working area by another competitor who is still actively racing and is eligible to be classified as a finisher

ii) Deviating off the route (2nd offence)

iii) For failing to carry out the instructions of an official

iv) Smoking while refuelling or working on the motorcycle

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

vii) Not stopping the engine and dismounting during replenishment

viii) Carrying out any kind of welding work in the working area - 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.

ix) Accepting outside assistance - 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

x) Being accompanied by a retired or non-competitor

xi) Knowingly riding in the reverse of the route

xii) Starting the race without 1 (one) litre of drinking fluid, medical board and a first aid kit

xiii) Altering a route check card or using another competitor's route check card

xiv) A competitor who misses a manned check point more than once at the discretion of the Clerk of the Course

xv) Practicing on the course

xvi) Engine capacity, frame or Engine Number not complying with that stated on the self-scrutineering form or change of engine or frame

xvii) For any false declaration on the self-scrutineering form

xviii) Not stopping and putting one foot on the ground at a road or railway crossing

xix) Failure to hand in route check cards at the end of the day, at the end of each lap or on retirement

xx) For failing to hand in a GPS for route download when so requested

xxi) 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.

xxii) Competitor conduct and responsibility. Each competitor is responsible for the behavior and conduct of every person associated with him / her at the race

xxiii) Any act that is prejudicial to the environment, depending on severity