



2026

**MSA NATIONAL STANDING
SUPPLEMENTARY REGULATIONS**

**ENDURO &
HARD ENDURO**

VERSION 2

19 FEBRUARY 2026

WWW.MOTORSPORT.CO.ZA

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>
SSR 18	Immediately	16 Feb 2026	Wording added

Note 1: Regional and Club category specific regulations may not be in conflict with National SSRs, unless approval from the MSA Enduro Working Group has been received.

Note 2: 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.

Note 3: MSA reserves the right to change these regulations without prior notice. A one (1) year notice period will be observed in respect of major changes such as Championships, OR class eligibility relating to age groups and classes. The one-year notice period will include but not be limited to the Enduro Working Group decisions taken in the preceding year and may be waived by the Enduro Working Group and/or MSA, where deemed necessary.

Abbreviations:

MSA	Motorsport South Africa
SSR	Standing Supplementary Regulations
SR	Supplementary Regulations
WG	MSA appointed Enduro Working Group
GCR	General Competition Rules

Link for the 2026 GCR Regulations:

<https://www.motorsport.co.za/publications/>

ART.

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ART.

1. CHAMPIONSHIP CONTROLLERS

- a) The controllers of the MSA National Enduro Championships & the MSA National Hard Enduro Championships shall be the MSA Enduro Working Group.

2. AIM OF THE CHAMPIONSHIP

- a) There will be two (2) Championships that fall under the auspices of the Enduro facet in 2026:
i) National Enduro Championship
ii) National Hard Enduro Championship

A) Enduro Championship

South African National Enduro Championship (SANE)

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

- 1) Pro 85cc
- 2) High School
- 3) Ladies
- 4) Enduro Pro (E1 / E2)

In the event there are insufficient number of starters six (6) riders on the start line, to comprise separate classes, E1 and E2 classes will compete as one class – Enduro Pro. This will be decided at the first event of the season. Should there be sufficient riders there will be a:

- i. E1
 - ii. E2
- 5) E3 (E3 Seniors / E3 Masters)
 - a. E3 Seniors (Combined E3 Seniors and E3 Masters)
 - b. E3 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 an 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) To establish a Manufacturer Champion, points will be awarded to each manufacturer for its highest placed finisher in the High School, E1 and E2 classes only.
- 2) Points will be awarded to the top finishing motorcycle of each manufacturer only in the High School, E1 and E2 National Championship classes. If a class does not qualify at the event that class will be omitted from scoring.

3. CHAMPIONSHIP PARTICIPATION

- a) For a National Championship to be declared, there must be a minimum average of six (6) starters per National class calculated over the total number of rounds in the Championship.
- b) Should there be less than six (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 Enduro Working Group.
- c) The South African National Enduro Championship will comprise of five (5) rounds to be held at one (1) day events, with all five (5) rounds to count.
- d) The South African National Hard Enduro Championship will comprise of four (4) rounds with all rounds to count.
- e) Competitors may not compete in more than one National Class.
- f) The onus is on the competitor to ensure that he/she is suitably competent to participate in the event and class.
- g) DNF and DNS's, as well as the manufacturer, need to be clearly indicated on the Clerk of Course signed result sheets.

- h) All entries must appear on the result sheets.
- i) Event Evaluation forms need to be completed by every competitor that participated at an event – these are electronic and can be accessed via the Official notice Board.

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 Enduro Working Group will make a recommendation to MSA ManCom for consideration to declare the winner on such basis, as it deems fit.
- d) E3 Master competitors in the National class E3 (E3 Seniors and E3 Masters) will be eligible for a 2-point bonus per MSA event. It's important to note that this bonus applies exclusively to Master competitors. This additional scoring is designed to provide a fair boost for E3 Master riders who may be facing a slight disadvantage, ensuring a more balanced competition. Trophy for 1st, 2nd, 3rd shall apply.

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 (SRs). ALL RESULTS or loop times are Provisional until the final results are published, where penalties, protests and appeals are then taken into account. All Live timing results during the event are also provisional.

6. AWARDS

- a) Trophies Awarded for 1st to 3rd per class at each National Race
- b) Manufacturers Trophy awarded at each National Race
- c) **RESERVED**
- d) SA National Enduro engraved Floating Trophies awarded to 2026 SA National Class Champions 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

- a) 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.
- b) Unless a written excuse handed in at documentation, acceptable to the Clerk of the Course and the Stewards is given, the recipients who do not attend prize giving will forfeit their awards.

8. ELIGIBILITY OF COMPETITORS

- a) **REQUIREMENTS**
 - i) All competitors must hold a valid MSA competition licence for Cross Country Mcycles & Quads / Enduro as mentioned in Art 8 b).

- ii) Where the entrant is not the competitor, an Entrants licence 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 are to enter via the Hosting clubs entry portal link – to be found on the SRs and upload all supporting documentation and info required:
 - 1) ID
 - 2) Valid MSA Licence
 - 3) Picture of the competitor
 - 4) Racing profile – sponsors etc.
- v) Competitors need to ensure that they have a cell phone (fully charged and switched on) or tracking unit when competing.
- vi) Documentation for National entries will take place the day before the start of the event. Only under special circumstances, and at the discretion of the Organisers, may documentation be carried out on the morning of the event.

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 competitor's 18 th birthday and older	2 Stroke over 255cc and 4 stroke over 255cc
E1	From the year of the competitor's 16 th birthday and older	Up to 250cc 2-stroke and up to 250cc 4-stroke
High School	Open to male competitors from the year of their 13 th birthday – to 31 st December of the year in which their 16 th birthday occurs. Open to female competitors from the year of their 13 th birthday to 31 st December of the year in which their 17 th birthday occurs.	The maximum permissible capacity is 150cc 2 stroke <u>PLEASE NOTE FOR THE 2027 SEASON:</u> The maximum permissible capacity is 125cc 2 stroke
E3 (E3 Seniors and E3 Masters)	E3 Seniors - From the year of the competitors 36 th birthday and older E3 Masters - From the year of the competitor's 46 th birthday and older E3 Masters will receive 2 bonus points per event ridden Competitors entering the E3 Masters class automatically enter and score in the E3 Seniors class Free of Charge	Any Capacity Motorcycle Any Capacity Motorcycle
Ladies	From the year of their 13 th birthday	Engine capacity as per National classes
Pro 85	Open to competitors from the year of their 10 th birthday to 31 st December of the year in which their 14 th birthday occurs. Open to female competitors from the year of their 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 or 150cc 4 stroke

NATIONAL HARD ENDURO CHAMPIONSHIP CLASSES – <i>minimum MSA National CC Mcycle / Enduro licence is required</i>		
CLASS	CLASS AGE	CAPACITY
Gold	From the year of the competitor's 16 th birthday and older	Engine Capacity as per above classes.
Silver	From the year of the competitor's 13 th birthday and older	Engine Capacity as per above classes.
Bronze	From the year of the competitor's 10 th birthday and older	Engine Capacity as per above classes.

c) NUMBER OF ENTRIES

- i) Any event may be cancelled if the number of entries received is insufficient, provided the event regulations clearly stipulate the minimum number of paid entries required, these may not be set higher than one hundred (100) minimum competitors.
- ii) This must be published in the SRs.
- iii) If too many entries are received, the method used by the Organiser / Promoter to select the entries that will be accepted, will be stipulated in the SRs.
- 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)
- Minimum of 1 x Triangular Bandage (multiple uses)
- Minimum of 1 x 100mm Conforming Bandage
- Minimum of 1 x CPR mouthpiece (recommended)
- Minimum of 4 x Plasters (range of sizes)
- Minimum of 1 x Pair Surgical Gloves

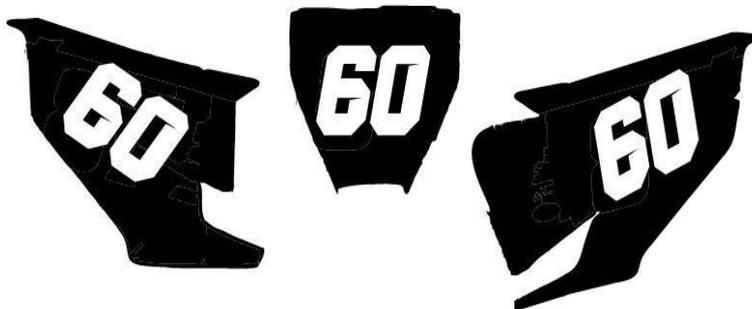
9. ELIGIBILITY OF MOTORCYCLES

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) RESERVED**
- 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 **TBC**
- x) The maximum allowed decibel reading is 112 dB/A + 2db(A) post race measured with the "2 meter max" method for motorcycles.
- xi) Number boards must be as per the below number board template: Refer to Art 11.1
- xii) Numbers must be clearly visible and of sufficient contrast to be easily identifiable. The Clerk of the Course will have sole discretion to determine whether a number is clearly identifiable. A competitor displaying an illegible or poorly visible number may be issued with a one race warning to change and comply with the

requirement for clearly visible race numbers. Only plain, legible fonts are permitted, cursive or stylised fonts are not permitted. The competitors' number on all three display boards MUST be clearly visible at all times.

Minimum sizes of: Minimum Height = 96 mm, Minimum Width = 48 mm, Minimum Stroke Width = 18 mm, Minimum Spacing = 2mm



- xiii) Competitors must complete a self-declaration scrutineering form prior to the event, which must be submitted to the Secretary of the meeting. Random scrutineering may be carried out before, during and after the event, and at least 10% of entries will be checked by officials. This requirement supplements, and does not replace, the obligations of licenced officials under GCR 166 and GCR 245 - 247. A penalty of exclusion will be applied for any false declaration on the self-declaration scrutineering form. Deviances will be noted in a Scrutineering Logbook held by the Organisers / Promoter
- xiv) Cameras and Recording Devices – No camera or recording device (including mounting brackets or materials used to mount devices) 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.
- xv) Should a camera or recording device be mounted to the bike – it may not obstruct the competitors number board / timing device. Timekeepers and officials need to be able to see the number decal clearly.

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 – *the* relevant form can be obtained from the Secretary of the meeting.

10. ENTRIES

- a) The maximum entry fee for National events will be R1650.00 per event day
- b) The maximum entry fee for National Hard Enduro event will be R1650.00
- 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 three (3) days prior to the event in the case of National events
- e) Late entries will be accepted at the discretion of the Organisers / Promoters and a late entry fee may apply
- f) Refusal of entry – Refer GCR 99 and 100.

11. PRE-EVENT

11.1 COMPETITION NUMBERS

All competitors must have an MSA-issued competition number.

Race numbers from the previous season will be provisionally held until 31 January 2026, for the same class, facet and status, subject to competitors obtaining the 2026 MSA licence and then confirming the race number for the 2026 season with MSA.

It is the responsibility of the competitor to obtain a competition number from MSA, prior to printing any number

stickers for the season.

Race numbers from

- a) Previous years' Championship winners may use a Gold number on the relevant class background.
- b) 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 / Pro 85cc (Jnr 85cc & Snr 85cc):
 - J21 – J999
 - iii) Club Numbers:
 - C1 – C999 (Will be reserved for Enduro and Cross Country Motorcycle and Quad, Club competitors)
- c) Competition numbers can only be reserved once a 2026 MSA competition licence has been purchased. Numbers will be allocated on a first come first served basis. Please kindly complete the link for Race number reservations - <https://forms.office.com/Pages/ResponsePage.aspx?id=jkGcpF10N0CI2e1ma9ZvSbKPhD4UCcdAknigi9aYHoZUMIVYUIEwVIQ1SEYzMEpUMzFSNjJIVTRRWi4u>
For further information, please contact MSA Head Office on support@motorsport.co.za / 011 675 2220
- d) The starting order for the first event of the year will be based on the overall results of the previous year.
- e) 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
E3 Seniors	Nat / Reg	Red	White
E3 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

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

2026 National Class	Number Colour	Number Border	Background Colour
E2	Super Chrome GOLD	White	Black
E1	Super Chrome GOLD	White	Green
E3 Seniors	Super Chrome GOLD	Red	White
E3 Masters	Super Chrome GOLD	White	Royal Blue
Highschool	Super Chrome GOLD	Royal Blue	White
Ladies	Super Chrome GOLD	Black	Pink
Pro85	Super Chrome GOLD	White	Orange

- g) Red backing for front number boards are only strictly reserved for Championship leaders in each respective class going into each round, there may only be one (1) leader per class as defined by the separation of a tie, should a tie exist.
- 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/her 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 and should any clash occur, a unique marking may be used (generally an X in front or behind number).

- i) All letters and numbers MUST be legible competitors who do not comply may be given a written warning to ensure numbers and sizing is corrected by the following round.
- j) Motorcycles: Front & Sides Clearly legible font with stroke, width and height within the number board area. Cursive is not allowed. Legibility at discretion of the Scrutineer and/or TC in conjunction with the Clerk of Course. A warning may be given by the Clerk of Course to have the numbering corrected by the next event or the competitor will not be allowed to start. Preferred letter sizing on number boards: minimum 96mm height x 48mm width x 18mm stroke and 2mm spacing between numbers and letters.
- k) Any competitor whose race numbers / font /size does not comply with the above can apply to the Clerk of the Course who will make a decision entirely based on legibility and practicality prior to the start of the event.

12. THE RACE

12.1 RIDERS BRIEFING

Organisers / Promoters are required to hold a riders' briefing at a convenient time and location before the start of the race and all riders are required to attend. Should Organisers / Promoters make a riders briefing video, this is to be posted on the official notice board for each event. The official noticeboard MUST be made known to ALL competitors. Both Official and Unofficial notice boards must be communicated to competitors.

12.2 ORDER OF STARTING

- a) The starting order for the first event of the season will be based on the previous year's MSA Enduro National Overall Championship points, E1/E2 overall first, followed by the overall Championship points of the remaining classes. Riders moving into a new class will not carry a seeded ranking.
- b) From the second event onward, the starting order will be determined by the current Overall points (E1/E2), followed by High School, E3, Pro 85, and Ladies, each seeded according to their class Championship points.
- c) At the discretion of the Clerk of the Course, and with agreement from the Enduro Working Group, a non-seeded competitor with significant prior experience may also be re-seeded.
- d) **RESERVED**
- e) Competitors are to be started one (1) at a time or up to a maximum of six (6) competitors, and where events allow a mass start, this can be used, at the discretion of the Clerk of Course.
- f) Dust gap intervals will be at the discretion of the Clerk of Course. Late entries will start at the back, regardless of class.

12.3 STARTS

- a) At the start of each race, the starting signal will be given at the exact time a rider is due to start.
- b) A rider's start time will commence even if the rider has not started the race or is late.
- c) Any rider not carrying one (1) litre of drinking fluid, a medical board and a first aid kit will not be allowed to start the race.

12.4 FINISH

- a) To qualify as a finisher, you need to pass the chequered flag, unassisted.
- b) Competitors that do not complete their time or distance qualify as a finisher provided, they complete one (1) lap and pass the chequered flag, unless the competitor is time barred by the COC, he/she will be deemed a non-finisher.
- c) The finish line area must be clearly and visibly marked using bunting, tape, or other suitable indicators to ensure competitors can easily identify the finish.
- d) **RESERVED**

12.5 TIME BAR

- a) The time bar for motorcycles must allow for the delay in starting times between them.
- b) A fixed time will be published in the Supplementary Regulations (SRs).
- c) Time bars on the route will be advised in the final instruction or by official an bulletin.
- d) The Clerk of the Course may at his/her discretion extend or amend the time bars as advised in the Supplementary Regulations (SRs) for the event on the day or a bulletin, should circumstances dictate. These bulletins must be communicated by being posted on the noticeboard/s.
- e) In determining time bars, Organisers / Promoters should set the time bars on safety and organisational deadlines rather than intending them to be punitive.

12.6 REPLENISHMENTS

Replenishment applies to the motorcycle only, the rider may receive food and drink at any point but not while he/she is at the timing control.

- a) No time allowance is made for replenishments, and they must be done during running time in working areas provided.
- b) In addition to the working areas located at the start and finish, others may be situated along the course and indicated on the route card.
- c) Replenishment is only allowed in the working areas.
- d) Replenishment is forbidden at the timing check control table.
- e) It is forbidden under penalty of exclusion for a rider 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.
- f) No fuel may be carried other than in the fuel tank or container permanently attached to the machine. The penalty for breaking this rule is exclusion.
- g) The engine must be stopped, and the rider must dismount during replenishment. The penalty for not stopping the engine and dismounting is exclusion.
- h) The maximum distance between refuels is 60 km.
- i) Any welding work in the working area is forbidden under penalty of exclusion.
- j) Quick fillers are permitted in the working areas.
- k) 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 refueled.
- l) At refuels points that are not accessible to service crews, the Organisers / Promoters shall have at least 4 x 2,5kg fire extinguishers set out in the working/refuel area.
- m) The use of an environmental mat by competitors and/or service crew is compulsory.
- n) The speed limit in the pit lane is "Walking Pace"
- o) No competitor or service crew member may smoke within 5m of a motorcycle being refueled.
- p) "Splash and Dash" is exactly that, only refueling may be done by the service crew, they may hold the bike and supply parts however only the rider may carry out any repairs. A "Splash and Dash" area will always be deemed as a working area.

12.7 OUTSIDE POWER

Throughout the event, a motorcycle must only be moved by its proper engine power, the physical efforts of its rider, or some natural cause. The penalty for breaking this rule is exclusion.

12.8 OUTSIDE ASSISTANCE

- a) All outside assistance is forbidden, other than the normal assistance given at the official working areas.
- b) The term "outside assistance" refers to the act involved when any person, other than the rider or an official performing his/her duties, makes contact with the motorcycle. Outside assistance may be given by another competitor who is still racing and eligible to be classified as a finisher.
- c) Competitors who have retired or crossed the finishing line may not render assistance. Outside assistance from any other outside source is prohibited except in the working areas.
- d) Should a competitor need to leave the course and return to the working area to carry out repairs, the rider must re-join the course at the point where they left the course. The penalty for returning to the working area is sixty 60 minutes. However, this would not affect a rider that leaves their bike on the course and walks back to the work area for spares and walks back to their bike to carry out the repairs themselves. Carrying additional spare fuel on to the course is strictly forbidden. The penalty for carrying additional fuel on the course is exclusion
- e) 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 in these areas. 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. The penalty for receiving outside assistance is exclusion.
- f) 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. so as not to constitute a safety hazard, before welding work commences permission must be granted by the Clerk of the Course
- g) The use of two-way radios with a competitor is prohibited. The penalty for this is exclusion Cell phones may ONLY be used for emergency purposes if a rider is injured but not for means of communicating race information with the rider.

12.9 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, the Stewards in consultation with the Clerk of the Course 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 or half (50%) of the laps of the class and pass the chequered flag – depending on if the event is Hard Enduro or Enduro. This is to be clarified in the event SRs.

12.10 CLAIMS TO SPECIAL TIME ALLOWANCE

- a) If a competitor can provide sufficient evidence to the Clerk of Course that he/she was delayed by abnormal circumstances outside his/her control, such as a delay occasioned because he/she had to stop to render first aid in the event of a serious accident and or medical emergency, an allowance may be granted.
- b) Alleged blocking caused by another competitor cannot be accepted as an abnormal circumstance.
- c) Alleged balking caused by another rider cannot be accepted as an abnormal circumstance.

1. 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 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.

2. PROCEDURE

- i) If a competitor arrives at the scene of an accident first, he/she is compelled to stop and render assistance to any injured competitor.
- 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/race numbers of any other competitors rendering assistance and remaining with the injured competitor must be related to the marshal for verification purposes.
- iii) Competitors arriving subsequently at an accident scene are similarly required to stop and may relieve the assisting competitor.

- iv) This process is to be followed by all subsequent competitors.

12.11 TIME CHECKS

a) Time-cards / Route cards:

- i) Any rider who fails to get his/her timecard marked at a time check with the intention to deceive the Organisers / Promoters and/or officials by altering or obliterating any entry on his/her timecard, or using another rider's card, will be excluded.
- ii) Any rider who accidentally loses his/her timecard 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 to Art 15 f (i)
- iii) A rider who misses a time check will be penalised thirty (30) minutes for a first offence, should two (2) time checks be missed the rider will be penalised one (1) lap, and for three (3) or more time checks missed the rider will be excluded.
- iv) A check point will be indicated by a board placed fifty (50) m to one hundred (100) m before reaching the control. These boards will be placed so that they are at all times clearly visible to the competitors.
- v) **RESERVED**

12.12 TIMEKEEPING

Timekeeping equipment must be handled under the supervision of an official MSA licenced timekeeper. If the timekeeping equipment does not work, the times must be recorded manually.

12.13 PITS / DESIGNATED SERVICE POINTS (DSPs)

- a) The speed limit in pit lane is walking pace
- b) Competitors will be compelled to stop for servicing at a DSP on the side of the pit lane. Competitors not adhering to this ruling may be penalised by a time penalty not exceeding.
- c) Competitors may overtake in pit lane, provided they adhere to point a SSR 12.13 A) above.
- d) Should a rider be deemed to be reckless, a time penalty may be applied, a verbal or written warning of observation by the Clerk of the Course.
- e) All competitors / helpers riding motorcycles in designated areas must wear helmets at all times. Should a competitor/ pit crew member/helper be caught riding in the pit area, or on farm land, without a helmet a penalty can be applied at the discretion of the Clerk of Course, which may be exclusion.

12.14 ACCEPTANCE OF OFFICIALS DECISIONS

- a) Every rider must accept all official measurements, distances and decisions, and authorises the Organisers / Promoters and/or officials to publish them in the manner they see fit.
- b) He/she also agrees that any advertising he/she publishes in connection with the competition, or is published in his/her name, will be true, accurate and not misleading.
- c) The rider also consents not to publish any advertising concerning the results until the official results have been issued by the Officials, and that in the event of any alteration in the official awards owing to protests or other cause, he/she will only publish the awards or results as thus amended. ALL results (loop times, personal times) posted during the competition are **PROVISIONAL**.
- d) Protests and Appeals – Refer to GCRs, Parts IX and X.
- e) Competitors are required to respect and comply with all official decisions during the event. This does not limit the rights of competitors to lodge a protest or appeal in terms of GCR IX and X.

12.15 REQUESTS FOR EXPLANATION

Any request for explanations concerning the results of the race must be addressed in writing to the Clerk of Course within the time prescribed in GCR 200.

12.16 ENVIRONMENTAL

Refer to MSA Environmental Code: <https://www.motorsport.co.za/#>

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 refueled HAS to be placed on top of an environmental mat before refueling can commence and may only be removed from the environmental mat once refueling has been completed.
- b) All competitors must have a new or recently serviced (within twelve months prior) 2.5kg fire extinguisher, located next to the vehicle being refueled.
- c) The use of tear-offs is banned; only systems that remain attached to the goggles will be allowed.

- d) Discarding 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 exclusion by the Clerk of the Course.

12.17 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 two (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 two (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 (one hundred) 100m before the road or rail crossing, followed by a board with a black cross on a white background is erected (fifty) 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. Competitors ignoring a stop, road or rail crossing and not ensuring that it is safe to cross will be excluded – Refer ART 15.
 - 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 and regulations.
- 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) A minimum of two (2) competent and MSA licenced 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. Stopping means dead still for the minimum of at least (three) 3 seconds.
 - 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.
 - 6) No racing on public roads is permitted except where full compliance with GCR 243 and Section 317 has been achieved. The penalties for breaches shall be as set out in the GCRs, with additional sanctions as may be imposed by the Clerk of the Course or Stewards in terms of the SSRs

13. THE COURSE

13.1 COURSE DESIGN

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

- a) Competitors may walk and inspect the first (five hundred) 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 to walk that section of that track or obstacle for safety purposes at the discretion of the Route Director in consultation with the Clerk of the Course.
- c) During the racing stages, no steel stakes or any material that can impale a competitor may be used to hold barrier tape to demark the route.

- d) No practicing will be allowed twenty-eight (28) days before the start of the event, and the penalty for practicing is exclusion. All decisions in this respect shall be referred to the Clerk of the Course. For Regional events, no practicing may be allowed fourteen (14) days before the start of the event. Where a regional doubles up as a national, the 28-day rule will be applied.
- e) In the event where a competitor assists in building the track where circumstances allow, they can opt to not compete in the event and be awarded their average for the season. Should a rider opt for average points, the average points will only be resolved at the end of the Championship. Should the rider assist with round 1, the Clerk of Course may slot the rider in at a position deemed suitable by the Clerk of Course at round 2. If the rider competes in the event, the rule of exclusion will not be applied. This will be utilized once a season. Written permission from the Clerk of the Course and the Organisers / Promoters will need to be submitted to MSA one (1) week prior to the event.
- f) 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 and must be clearly marked.
- b) Average speed of average riders should be as per the following; Classic Enduro up to 35km/h, Hard Enduro up to 25km/h and Extreme Enduro up to 20km/h
- c) Riders should not be at maximum speed for long periods of time depending on terrain. A bunting / chicane system should be used to break high speed zones.
- d) Should the course be lap-based, it must allow for no less than three (3) hours riding time for the lead rider (as estimated by the Route Director). Alternatively, the event may run on a time-based format. The chosen format must be clearly set out in the SRs and is at the discretion of the Organisers.
 - i) E1 and E2: approximately three hours thirty minutes (3h30m)
 - ii) E3 and High School: approximately three (3) hours
 - iii) Ladies and Pro 85cc: approximately two (2) hours
- e) HESA regulations and format are set out in Art 17 of this SSR
- f) A cut off time to be enforced when the leader completes his/her required time or distance.
- g) Where possible course designers must make more than two (2) lines in technical sections available to alleviate bottlenecks, where necessary.
- h) A necessary refuel point on the course may be implemented.
- i) A working GPS's is compulsory for all National classes and must be mounted to the handle bars of the motorcycle.
- 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
- 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 a minimum of 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/her 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 property and crops 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.
- s) The Organisers / Promoters, route director and course setters need to provide the COC with GPS tracks and riding times at least seven (7) days before the event commences. The GPS tracks need to be vetted by the route director.
- t) All courses must be fully marked and may not rely solely on GPS tracks. At the discretion of the Organisers, GPS tracks may be provided to competitors in addition to route markings.

- u) A split will be indicated by a board placed 50m to 100m before reaching the split. These boards will be placed so that they are at all times clearly visible to the competitors.
- v) **RESERVED**

13.3 ROUTE MARKING

The following will be the minimum acceptable route marking requirements

- a) Route marking must be red, orange, pink, yellow or blue “Day-Glo” except GREEN and;
- b) Must have a minimum visible area of 100 square centimetres. No other colours are permitted.
- c) Route markers may take the form of arrows or flaglets.
- d) No route marker to be more than 1,5 metres above ground level.
- e) Where the route is not obvious, for example, through open bush area, forest. where no obvious paths exist each succeeding route marker must be clearly visible from the preceding one by a competitor seated on his/her motorcycle.
- f) On obvious routes, for example paths, roads, the markers will be placed no more than 500 metres apart, irrespective of the clarity of the route.
- g) Green markers indicate NO GO areas / routes / paths.
- h) 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.
- i) Neither the route markers are to have anything printed on them such as sponsors logo’s, unless written permission is obtained from the Enduro Working Group
- j) Route markings must be placed on the left-hand side of the track except where a turn is indicated where the following will apply: 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 (ten) 10m before the left-hand turn. Turning inside any of these double markers by any distance will be deemed as a deviation – Refer Art. 15 d) (iii) and Art. 15 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.
- k) 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 30cm high with an exclamation mark or three markers 50m before the hazard to give the competitor sufficient warning. A Danger board or three markers must be placed at the actual danger point.
- l) 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.
- m) 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. 15 d) (iii) and Art. 15 g) (ii).
- n) Warning Boards must be placed at Road crossings indicating to cars “MOTORSPORT IN PROGRESS” at least 100m both directions prior to the crossing
- o) Warning boards must be placed at the road crossing indicating to riders “STOP for Vehicles” at least (three) 3 times from 100m then 50m and then stop, before the crossing.

13.4 DECONTROL

The 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) Minimum of two (2) safety marshals will be required on site.
- c) Officials will maintain sequence and time sheets at the start and finish of the decontrol to confirm entry and exit order.
- d) Large display digital clocks are compulsory at the entry as well as the exit of decontrols
- e) Marshals/ Officials 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
- f) A fifteen (15) minute penalty will be applied to a competitor leaving the decontrol early .Refer to ART 15 c)

13.5 PRE-RACE /PARC FERMÉ / FINAL IMPOUND

- a) Competitors must present their machines and remain in a Pre-Race Paddock / Start Grid, a minimum of fifteen (15) minutes prior to the start of the day’s Racing Section, in starting order. The Pre-Race Paddock entry will close

fifteen (15) minutes prior to the start. Failure to comply may result in a penalty at the discretion of the Clerk of the Course (CoC).

- b) There will be a parc fermé after completion of the day's racing. Release from parc fermé, will be subject to the discretion of the Clerk of the Course.
- c) Organisers / Promoters must make every attempt to make the impound secure, and they cannot be held responsible for any damage or losses.
- d) All GPS units, must accompany that race bike into the parc fermé area, and may not be removed from the handlebars until the motorcycle has been released from the parc fermé area by a race official.
- e) Race officials may remove GPS's whilst in parc fermé 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. GPS units must be clearly marked by the owner, indicating their name and race number.
- f) Organisers / Promoters are required to institute a functional system of recording and naming ownership of impounded GPS's.
- g) At the final impound, or within thirty (30) minutes later, one or more engines of the motorcycles having finished the competition may be examined.
- h) If any engine is found not to comply with the capacity of the class in which it was entered, the rider concerned will be excluded.

14.

ISDE QUALIFICATION

2026 QUALIFICATION CRITERIA

A) ISDE WORLD TROPHY:

- i) Applicant must be the holder of a National MSA Licence and South African Passport;
- ii) Applicant must compete in a Junior or Senior Enduro or Cross Country Motorcycle National Championship under MSA sanctioned events 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 five (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 in 2026
- iv) Must be 23 years or younger at the time of the event to be considered for the World Trophy team;
- v) The top five (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 Enduro Working Group in consultation with the MSA Cross Country 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 Enduro and Cross Country Motorcycle Working Groups;
- 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> -
- v) If a competitor is actively participating in the MSA National Enduro Championship and competes in an international or higher status sanctioned event that either overlaps with a National Enduro Championship event, or requires travel within seven (7) days prior to such event from South Africa, they will be awarded average points for the missed National Enduro Championship event, on condition that they also enter and pay the necessary entry fee for the National Enduro Championship event. These average points will be calculated based on the competitor's average performance across all National Enduro Championship rounds raced, up to the date of the missed event. The onus is on the competitor to prove reasonable travel requirements. Force majeure will not be considered as a reason. An entry fee shall apply for the missed event in order to score as a starter for the missed event.
- vi) The average points will only be allocated to the competitor when proof of competing at the international or higher status sanctioned event is provided to and accepted by the MSA Enduro Working Group. This acceptance must be communicated to MSA ManCom before the scoring of the

relevant round of the National Championship is published. The average points shall only be considered if the application for approval is submitted in writing to the MSA Enduro Working Group and MSA at least 21 days prior to the event being attended

15. **PENALTIES**

Penalties will be applied in accordance with GCR 175 - 177. The Clerk of Course shall notify the competitor in writing of any penalty imposed. In urgent cases including but not limited to safety, force majeure or serious medical emergencies, the Clerk of Course may apply immediate provisional penalties without a prior hearing. Where circumstances allow, competitors will retain the right to a hearing as provided for in the GCRs. Unless otherwise stated in these SSRs, the provisions of the GCRs will apply

- a) **Five (5) Minutes**
 - i) For jumping the start – five (5) minutes
 - ii) Exceeding walking pace in the pit lane – refer 12.13 a)
- b) **RESERVED**
- c) **Fifteen (15) Minutes**
 - i) For leaving a decontrol ahead of time
 - ii) Any transgression of Art. 12.15 per occurrence – fifteen (15) minutes or Exclusion depending on severity
- 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 marked route i.e., turning inside double markers, turning inside marking stakes or bunting, being further than twenty (20) meters away from a single marker. (1st offence)
 - iv) Missing one route check or time check – unless additional time is added at the discretion of the COC.
 - 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, the penalty may be amended at the discretion of the Clerk of Course.
 - 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 refueled
 - ii) Leaving the course to carry out repairs in the working area without returning to the point where they left the course.
- f) **One (1) Lap Penalty**
 - i) Minimum of a one (1) Lap penalty for a lost Route Check Card
 - ii) For the second Checkpoint missed, over and above the thirty (30) minute penalty for 1st checkpoint missed.
- g) **Exclusion**
 - i) Receiving spare parts outside the working area other than 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 refueling 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) Operating or moving the motorcycle by methods other than its own engine power or pushing.

- x) 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 who is actively racing or a signed-on official is allowed to touch a bike or rider.
- xi) Being accompanied by a retired or non-competitor
- xii) Riding in the reverse direction of the route
- xiii) Starting the race without one (1) litre of drinking fluid, medical board and a first aid kit
- xiv) Altering a route check card or using another competitor's route check card
- xv) A competitor who misses a manned check point more than once at the discretion of the Clerk of the Course
- xvi) Practicing on the course refer ART 13.1 d)
- xvii) Engine capacity, frame or Engine Number not complying with that stated on the self-declaration scrutineering form or change of motorcycle form.
- xviii) For any false declaration on the self-declaration scrutineering form
- xix) Not stopping and putting one foot on the ground at a road or railway crossing for a minimum of three (3) seconds
- xx) Failure to hand in route check cards at the end of the day, at the end of each lap or on retirement
- xxi) Should the route or part of the route be walked before the allotted time as per the SRs or bulletins
- xxii) For failing to hand in a working GPS or watch or backup device with the complete travelled route for route download when so requested.
- xxiii) Committing any breach of the General Competition Rules (GCRs), these Standing Supplementary Regulations (SSRs), Supplementary Regulations (SRs), Official Bulletins or Final Instructions for which no specific penalties have been laid down.
- xxiv) Each competitor is responsible for the behavior and conduct of every person associated with him/her at the race, this includes a NO ALCOHOL or DRUG policy or intoxication in the pit areas by either riders or crew.
- xxv) Any act that is prejudicial to the environment, depending on severity
- xxvi) Penalty for more than three (3) Checkpoints missed, over and above the thirty (30) minute and one (1) lap penalties for the 1st two (2) checkpoints missed
- xxvii) The use of two-way radios with a competitor is prohibited.

16. **SOCIAL MEDIA CONDUCT**

- a) Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp, TikTok 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 lead to penalties or fines.
- 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.
- f) Prior to posting any videos or images of racing, albeit light or serious injury, competitors, team members, crew, spectators and families are reminded of the POPI act and refrain from posting unauthorised videos or images which could have far reaching negative effects
- g) Competitors must conduct themselves on social media in a manner consistent with the standards of Motorsport South Africa. This requirement is in addition to the obligations set out in GCR's 113, 151 and 172 regarding conduct prejudicial to the sport. Penalties for breaches may include fines, loss of points, or exclusion from events

17. **HARD ENDURO SOUTH AFRICA (HESA) CHAMPIONSHIP – FORMAT AND REGULATIONS**

These regulations apply to a one-day format and/or event. Various other formats for Hard Enduro, Multi Day Hard Enduro and Enduro Extreme type events need to be ratified by the Enduro Working Group.

- 1) Format of National Hard Enduro Race Day
 - a) The event will be divided into two sessions as follows:

- i) 8h00 – 10h00: Qualifying Race – open to any competitor that wants to determine their starting position for the main race by completing one qualifying lap;
 - ii) 11h00: Main Race
- b) Start Order: Each session will start in lines, with the start positions as indicated by Start Marshals.
- i) Qualifying Race: Due to the nature of Hard Enduro events and in the interest of the route accommodating varied skill levels of competitors, it may be necessary to implement a qualifying Lap / Route / Short circuit, at the discretion of the Organisers / Promoters. The objective of this qualifying round is to ensure that the level of skill of the competitors required for the main race is reflected in the starting order for the main race. The more skilled competitors (Gold through to Bronze) will start in rows ahead of the lesser skilled competitors.
- c) Championship Race (Main Race)
- i) Race Format: There are two main types of formats that will be chosen for each event based on the available land, input of the Organiser / Promoters, and at the discretion of the Route Director
 - ii) Single Route Format – This is where all competitors start and progress to the finish on one single route without repeating the route i.e. How far you get on the route and how quick you get there determines your finishing position;
 - iii) Multiple Lap Format – This is where the number of multiple laps raced in a specified time will determine the results.
 - iv) Technicality of the Route: The route will incorporate a Bronze, Silver and a Gold section or lap catering for all competitor skill levels. Competitors will be able to select their route when entering for the event and will be scored accordingly. Once a competitor has chosen their route, they cannot change their route during the course of the event. i.e. a rider who selects the Silver Route cannot go up to Gold or down to Bronze during the event.
 - v) 85cc competitors may enter the Bronze or Silver routes only - based on age
 - vi) 65cc and all other Junior 85cc competitors may enter the Bronze route only - based on age
 - vii) Starting Order
 - Starting procedure to be determine by Clerk of Course and Race Organisers.
 - The start will be a dead engine start, with the procedure at the discretion of the Clerk of Course;
 - All competitors who do not do the qualifying race will be placed on the starting line according to the discretion of the Clerk of Course.
 - viii) Checkpoints
 - In order to determine which competitors complete which routes, Organisers / Promoters will make use of Checkpoints (Manned Checkpoints, Stampers or digital scanning) to determine if competitors have completed the route that they entered in;
 - The required number of checkpoints for each route will be determined by the Route Director and these checkpoints need to be achieved in order to ratify a competitor's finish, together with lap times and number of laps achieved to determine their result for the race.
 - ix) Race Duration
 - The race time will commence at the start of the 1st rider and after a two (2) hour plus one (1) lap period the Clerk of Course will bring out the Chequered flag, and no competitors will be permitted to continue.
 - Competitors still out on a lap must complete the lap by meeting the chequered flag, as the highest number of laps in the quickest time, will determine the winners.
 - x) Scoring / Timing
 - The checkpoints achieved, number of laps completed, and fastest time recorded in the two (2) hours plus one (1) one lap period will determine the results of the event
 - xi) Finish
 - Once the leader completes the race duration of two (2) hours plus one (1) lap, the

chequered flag will be presented to all competitors. All competitors completing one lap of their entered National Hard Enduro class will qualify as a finisher of the event once they meet the chequered flag.

- Competitors have to meet the chequered flag with a minimum of one lap completed to be classified as a finisher.

- xii) National Hard Enduro Championship Points will be allocated as per the National Enduro Championship.

18. PROTECTIVE CLOTHING

- a) All motorcycle competitors must wear suitable protective clothing, with a minimum standard of gloves, goggles, motocross type pants and motocross type boots reaching above the calf, and a long sleeve MX type shirt.
- b) Only motocross full-face type helmets will be allowed and are compulsory to be worn at all races - No cycling helmets of any sort will be permitted. The helmet must be properly fastened, be of good fit and be in good condition. The helmet must have a chin-strap D link type retention system and be undamaged, and no alteration must have been made to the construction. Refer to GCR 239 and SSR 351 e) (iv).
- c) Neck braces & chest protectors are highly recommended for all competitors in all classes
- d) Competitors without suitable protective clothing may not be permitted to start an event at the discretion of the Clerk of Course.