

STANDING SUPPLEMENTARY REGULATIONS AND SPECIFICATIONS FOR THE 2017 SOUTH AFRICAN NATIONAL ENDURO CHAMPIONSHIP FOR MOTORCYCLES

As of 12/12/2016

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Where Enduro regulations are silent on an issue, the regulation on that issue that is contained within the off-road regulations shall apply.

ART.

1. GENERAL

Every competition will be run over one day. Documentation will be carried out the previous day. The purpose of these competitions is to test the reliability of the motorcycles and the skill of the participating riders who must cover the entire distance under the prescribed conditions. These conditions will be published in the written riders' briefing and will refer to distances and times of regularities, including type, distances and amount of special tests per class at each event. **Six (6) of the seven (7)** events, as specified in the **2017** MSA calendar, to count.

2. COURSE

The course must be practicable in all kinds of weather conditions. The total distance to be covered must not be less than 150km or less than 6 hours of riding time. Average speed set on any regularity to not exceed 50km/h. Organisers are to aim for a minimum of 65% finish rate in the national championship classes.

The use of GPS is compulsory for all national classes. Any manufacture of GPS will be allowed at any Enduro event however it will only be possible to upload/download tracks to Garmin units. Competitors making use of non-Garmin units or non USB connections to supply cabling so that organisers can communicate with their GPS. Competitors are responsible for ensuring race officials can receive a complete data log of their day's event up until the results are final. Refer Art 43 a) vii).

Organisers will download at least 5 units per event, at random, directly after the riders complete the event. And any other should there be a query.

Organisers must set reasonably achievable regularity times for the top riders, this includes the last lap. The first regularity of the day may not be tight on regularity time for the National Pro riders.

All events will be run on adjusted time.

REGISTERED TIME = STARTING TIME FOR NEXT SECTION.

The principal of utilising natural terrain must take precedence over constructed obstacles. A course will not be approved if, in the opinion of MSA and/or the Commission, it includes man-made obstacles not in character with the general principals of Enduro. The COC and/or Stewards may instruct that an obstacle not complying in their opinion alone with the general principles, may be removed from the course and to instruct that the course be re-routed around such obstacle.

The route may traverse cultivated and grazing land (veld), and competitors are to stay on the route and away from vegetation. Competitors not found doing so will be excluded from the event and reported to MSA for further disciplinary action.

In many places the route may be narrow and dust may be a problem. Competitors should therefore, ensure that they afford another competitor who has caught up with him every opportunity to overtake in the interest of fairness and safety.

Competitors to be overtaken must move over to allow other competitors to overtake safely. Competitors failing to adhere to the above may be reported to the Clerk of the Course who will take the necessary action.

Competitors and crews are to be considerate to the landowners when retrieving stranded racing motorcycles from the route and to ensure that damage to cultivated and grazing lands is avoided when retrieving the motorcycle. Failure to comply will result in disciplinary action being taken against the competitor concerned.

3. PUBLICATION OF SUPPLEMENTARY REGULATION (SR'S)

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

4. ENTRY FORM

The entry form shall have provision to clearly identify to which class or classes the entry relates.

5. JURISDICTION

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

6. AWARDS

- a) Trophies must be of a high standard - for example silverware, glassware or laser engraved hard wood or Perspex (no plastic).
Minimum Requirement for trophies in a National Class or Interprovincial Challenge Class trophies will be awarded to competitors placing from 1st to 3rd in each class.
- b) Special Awards should include:
 - i) Fastest Special Stage per set stage
 - ii) Last Finisher
 - iii) First Female Competitor
 - iv) First Club member of the organising Club
 - v) Manufacturers Trophy (One only awarded to the Team Manager)
Points will be awarded to the top finishing motorcycle of each manufacturer from each of the Championship classes. If a class does not qualify at the event that class will be omitted from the scoring.
 - vi) Finishers Badges should be metal or glass of high quality and should state the name of the event and the month and the year.

7. CALCULATION OF THE RESULTS FOR THE CHAMPIONSHIPS

- a) The riders in each class and Manufacturers' will be awarded with points according to the following scale:

1 st	- 25 points
2 nd	- 22 points
3 rd	- 20 points
4 th	- 18 points
5 th	- 16 points
6 th	- 15 points thereafter decreasing with one point each position to 20 th position.

A rider who obtained points in a previous event in the championship series will not be allowed to move to another class and carry his class points over to the new class.
The rider who has scored the highest total number of class points in the competitions counting for the Championship will be the winner of his class.
In case of ties in the results at the end of the day, the riders concerned will each receive the points to be awarded for this place, and the next classified rider will receive the points according to his position.
- b) Separation of ties
In the case of a tie at the end of the season, the competitor with the greatest number of class wins will be declared the winner. If this does not resolve the tie, then the greatest number of second positions will count, failing which then third positions and so forth. If this is still ineffective **MSA Enduro Steering Committee will make a recommendation to MSA ManCom for consideration to** declare the winner on such basis, as it deems fit.

8. PLACINGS AND RESULTS (PREMATURE STOPPAGE)

- a) If any event is stopped before half the national riders 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 deems fit.
- c) To be classified as a finisher of an event a competitor must complete the full distance as specified for his class.

9. ENTRIES

Maximum permitted entry fee of **R1200.00** for full national classes. Maximum permitted entry fee of **R1000.00** for Interprovincial classes. This entry fee includes all levies. **A timing fee of R200.00 per rider is to be added to the appropriate entry fee.**

Commission levies as stipulated below are payable as follows per event:

National Class	R45.00 per competitor
Interprovincial Class	R30.00 per competitor
Regional Class	R30.00 per competitor
Club Class	R25.00 per competitor
High School Class	R25.00 per competitor

The above levies are over and above the MSA levies and are to be included in the entry fee payable for all events.

a) ELIGIBILITY OF RIDERS

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

- i) All riders must hold a current competition license for Enduro, Junior or Off-road. This license must be presented at documentation. Entrants must be licensed.
- ii) All competitors must have completed properly submitted entry forms.
NOTE: For National Championship or National non-Championship events a late entry fee of R200 will be charged. Late entries must be posted on the official notice board.
- iii) All competitors must wear motocross full face type crash helmets while racing. Refer GCR239 for approved helmet types. These must be in good condition. Helmets may be removed whilst the motorcycle is stationary and switched off.
- iv) All competitors to start the event carrying a minimum of one litre of drinking fluid.
- v) All competitors must wear suitable protective clothing with a minimum standard of gloves, long sleeved jersey of adequate strength, motocross type pants and motocross type boots.
- vi) All competitors must have a fold-up MSA Medical Board.
- vii) All competitors are to carry a pencil (not pen) and some paper on which to write. The purpose of this is to be able to write information concerning stuck competitors and to be able to have it passed to officials.
- viii) All riders are to carry a first aid kit comprising;
 - 1 x Medical Board
 - 1 x Space Blanket
 - 1 x Triangular Bandage
 - 1 x 50mm x 70mm First Aid dressing pad
 - 1 x 50mm x 200mm x 2,5mm First Aid dressing pad
 - 1 x 8cm Stretch bandage
 - 4 x Band-Aid type strips
 - 4 x Neat seal type plasters (2 x large, 2 x small)
 - 1 x Piece cotton wool
 - 4 x Pain Killers
 - 1 x Tube of burn ointment
 - 2 x Surgical gloves**
 - CPR device recommended

Each competitor must carry a copy of their competition licence.

b) GENERAL CONDITIONS APPLICABLE TO ALL MOTORCYCLES- All motorcycles must:

- i) Be fitted with ball-ended clutch and brake levers unless fitted with suitable protectors.
- ii) Be fitted with brakes operating on front and rear wheels.
- iii) Be fitted with a self-closing throttle.
- iv) Be fitted with adequate mudguards.
- v) Not have any fuel leaks.
- vi) Not discharge excessive exhaust gasses so as to raise an abnormal amount of fumes or in any way inconvenience another rider.
- 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 & Enduro Section: 01.31 EXHAUST PIPES / 01.79 SOUND CONTROL and testing may be carried out in accordance 01.80 GUIDELINES FOR USE OF SOUND LEVEL METERS.
These articles can be accessed on the FIM website <http://www.fim.ch/en/>
The maximum allowed decibel reading is 112 dB/A measured with the "2 metre max" method for motorcycles.

10. NUMBER OF ENTRIES

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. The 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.

If too many entries are received, the method used by the promoter to select the entries will be stipulated in the SR's. Priority must be given to riders, who have, up to the closing date for entries, obtained points in previous Championship events during the current season, and riders who were placed among the first six in their class in the Championship of the previous year.

11. CLOSING DATE AND REFUSAL OF ENTRIES

Entries for the event will close 10 days prior to the start of the event. Late entries will be permitted at an extra cost of R200. For an entry to be accepted by the organisers it must be accompanied by the entry fee. The organisers reserve their right to refuse entries as per GCR100.

12. CLASSES

Except where stipulated the minimum age of 16 years on the riders ID applies

200cc E1

Two-stroke: 125 to 200cc and Four-stroke: 150 to 250cc

Open E2

Open to riders from the year of their 18th birthday and older (Two-stroke: over 201cc and Four-stroke: over 251cc)

Senior

Open to riders from the year of their 36th birthday and older. The class will be open to any capacity motorcycle, applicable to 200cc and open classes. The organisers shall decide on a shorter distance, which will be as close to 75% of the full National class distance, as practically possible.

Masters

Open to riders from the year of their 46th birthday and older. The class will be open to any capacity motorcycle applicable to 200cc and open classes. The organizers shall decide on a shorter distance, which will be a minimum of 50% of the full National class distance.

High School

Open to riders from the year of their 15th birthday, to 31 December of the year in which their 17th birthday occurs. The motorcycles to be the same as the 200cc national class. The organisers shall decide on distance to be run, which will be a minimum of 50% and maximum of 75% of the full National class distance.

Note: Maximum capacity motorcycle of 125cc from 2018.

450cc Class

Open to motorcycles with an engine capacity in excess of 450cc

(This will be a challenge class for 2017, with a view to making it a National class in 2018.

Riders may compete in this class as well as one National class for 2017)

Silver Interprovincial Challenge

Open to riders with regional only. Any capacity motorcycle. The organisers shall decide on a shorter distance, approximately 75% of the full National class distance.

The Silver Interprovincial Challenge Series winner may not re-compete in the class. And the winner of the previous year's Silver Interprovincial Challenge class will be entitled to free entries in a National class in the following year.

Regional

This class is only open to riders eligible to compete in the area where the event is being held.

13. AIM OF THE CHAMPIONSHIP
To declare National Enduro Championship winners in each of the five classes;
200 (E1), Open (E2), Senior, Masters and High School, as well as a Manufacturers Champion.

To announce class winners in the Silver Interprovincial Challenge.

For a championship to be declared there must be a minimum of 8 riders per national class calculated over the total number of rounds in the championship need to participate. This requirement needs to be achieved at not less than 80% of the events run (i.e. 5 of the 7 scheduled rounds).

All entries must appear on the result sheets.

The championship will consist of seven (7) events, with the best six (6) results to count.

14. RIDERS NUMBERS

Enduro numbers will be allocated to the top 20 riders in order of points scored (E1 – E20), based on their overall result from the preceding season.

Remainder of the National, Regional and Club numbers will be allocated as follows:

Motorcycles:

21 – 999 (Will be reserved for Enduro and Off Road Motorcycle National and Regional Competitors)

Club Numbers:

C1 – C999 (Will be reserved for Enduro, Off Road Motorcycle and Off Road Quad Club Competitors)

WOW Numbers:

W1 – W999 (WOW competitors)

Competitors may pre-book numbers with MSA as from 01 December 2016, provided payment for the 2017 licence is paid in full.

Numbers will be allocated on a first come first served basis.

The starting order for the first event of the year will be based on the overall results of the previous year.

The following colour coded backgrounds and coloured numbers will be applicable for the relevant classes at all Enduro events:

Motorcycle Class	Licence	Number Colour	Background Colour
200 (E1)	Nat/Reg	White	Green
Open (E2)	Nat/Reg	White	Black
Seniors	Nat/Reg	Red	White
Masters	Nat/Reg	White	Red
High School	Nat/Reg	Royal/Navy Blue	White
Club	Club	Black	Yellow

ALL LETTERS MUST BE THE IDENTICAL SIZE TO NUMBERS, competitors who do not comply will be penalized - 600 points.

15. EXAMINATION OF MOTORCYCLES

a) A self-scrutineering form shall be given to each rider at documentation. This form will be completed and handed to the officials prior to the start of the event. Random scrutineering may be carried out before, during and after the event to test the accuracy of the information as per the scrutineering form.

Organisers are to check at least 10% of the entries for conformity to the self scrutineering form.

b) Fuel Control: Only pump fuel available from a petrol station may be used.

c) Rider's first aid kits and medical boards may be checked at random.

16. CHANGE OF MOTORCYCLE

After the closing date for entries, any change in the make or the class of the motorcycle will be subject to a written application, fully stating the reasons. Application for a change must reach the Clerk of the Course not later than 2 hours before the start of the competition.

17. ENVIRONMENTAL

In an effort to keep landowners happy and to only leave tyre marks behind the following will be enforced;

- a) Environmental mats
- b) The use of tear-offs is banned; only systems that remain attached to the goggles will be allowed.
- c) Discarding of any sachets or any other litter on the ground is strictly forbidden.
- d) Organisers are required to issue refuse bags to competitors
- e) Any act that is prejudicial to the environment by the competitor or his crew will be subject to exclusion by the COC after a hearing.

18. COMPETITORS' ENCLOSURE.

Official teams are to be provided with suitable pit areas provided the teams have made arrangements with the organisers at least a week before the event.

19. ORDER OF STARTING

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**. From then on by the class points gained in the championship so far.

Riders are to be started two at a time on the same minute;

E1 and E2 competitors will be started side by side, compulsory **1** minute/row gap, followed by Senior and High School, compulsory **1** minute/row gap, followed by Master's, compulsory **3** minute/row gap.

Silver Interprovincial Challenge, Regional and club will start next and may be started in higher multiples per minute, at the discretion of the Clerk of the Course.

Late entries will start at the back.

20. 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 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 article 317 of the road traffic regulations which is stated hereunder:

- 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 organize 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) Stop warning signs advising of the crossing must be posted 50 metres before the crossing and a Stop sign immediately before entering a public road and the possibility of two-way traffic.
 - 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 signs that they are about to proceed on a public road. Decontrols will be run in accordance with SSR 343
 - 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 signs that the decontrol has ended.
 - vii) Maps and written advices concerning the use of public roads must be posted at least on the official notice board at all times during the event and preferably in any programme or route map of the event.
 - viii) Riders must be fully briefed on the number, distance and frequency of decontrolled public road sections at rider's briefing.
 - ix) No organiser 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 and 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 promoter, organiser, 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 must comply with the conditions of permissions granted.
 - ii) Stop warning signs advising of the crossing must be posted 50 meters before the crossing and a Stop sign 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 race numbers of offenders.
 - iv) All competitors must come to a complete standstill **with at least one 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.
 - 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 or any official may orchestrate events which crosses public roads without such permissions, signage, marshals or compliance with granted permission from the authority.

21. START

At the start of each day's run, the starting signal will be given at the exact time a rider is due to start. A rider's start time will commence even if the rider has not started or is late. Any rider not carrying 1(one) litre of drinking fluid, a medical board and a first aid kit will not be allowed to start the day's run. (See exclusions, Art. 43. b). Dead engine start.

22. REPLENISHMENTS

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

- 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 time check control table.
- e) It is forbidden under penalty of exclusion for a rider to place his 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 a 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 at 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 refuelled. Fire strikers with an equivalent capacity may also be used.
- l) At refuels that are not accessible to service crews, the organisers shall have at least 4 x 2,5kg extinguishers set out in the working/refuel area. Fire strikers with an equivalent capacity may also be used.
- m) The use of an environmental mat by competitors and/or service crew is compulsory.
- n) Walking pace is the speed limit in the pit lane
- o) No competitor or service crew member may smoke within 5m of a motorcycle being refuelled.
- p) "Splash and Dash" is exactly that, only refuelling may be done by the service crew, they may hold the bike and supply parts however only the rider may carry out any repairs. A "Splash and Dash" area will always be deemed as a working area.

23. OUTSIDE POWER

Throughout the meeting 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.

24. OUTSIDE ASSISTANCE

All outside assistance is forbidden, other than the normal assistance given at the official working areas.

The term "outside assistance" refers to the act involved when any person, other than the rider or an official performing his duties, comes into contact with the motorcycle. Outside assistance may be given by another competitor who is still racing and eligible to be classified as a finisher.

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 as allowed per Article 24.

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 3600 points (1 hour). 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 of fuel on to the course is strictly forbidden.

Service crews and/or service vehicles are not permitted on the racing route other than at working areas, and may not render assistance in any form whatsoever, except at these areas. 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.

In the working area only, service crews may do any work on the motorcycle, except for welding work. Welding may not take place in the working area, the motorcycle must be removed to a safe place sufficiently far from fuel supplies, etc. so as not to constitute a safety hazard, before welding work commences permission must be granted by an official.

25. ASSISTANCE RENDERED AT THE SCENE OF AN ACCIDENT

a) MEDICAL BOARDS

Competitors must carry a medical Board. The medical board must have a red cross on one side and a green OK sign on the reverse. The size is to be 300mm x 300mm. Failure to use this board or to not stop to assist a rider will incur a penalty.

b) USE OF MEDICAL WARNING BOARD AND ACCIDENT SCENE PROCEDURE

i) Should any competitor stop due to being involved in an accident whilst on the route being used for an event, the medical warning board must be displayed in such a manner that the red cross is clearly visible to oncoming competitors, preferably at eye level. Care must be taken to ensure that the correct side of the board is displayed to oncoming competitors. While the warning board is displayed in such a manner, the first competitor arriving on the scene of the accident must stop and render assistance.

ii) Should a competitor arrive at the scene of an accident where no medical board is displayed, it must be assumed that the injuries are of such a nature that the competitor/s concerned is/are seriously injured or unable to display the medical warning board. Assistance must immediately be rendered. Should further assistance from other competitors be required, the competitor/s rendering the initial assistance must display their medical warning board with the Red Cross clearly visible to oncoming competitors. Should no further assistance be required, the green "OK" shall be displayed. Following an accident where no injuries are involved and no assistance is required, the green "OK" must be clearly displayed to oncoming competitors.

iii) Penalties

Competitors who fail to stop on arriving at the scene of an accident where no medical warning board is displayed or where a cross is displayed, are guilty of contravening the regulations and may be excluded from the results and/or reported to the Stewards of the Meeting for further disciplinary action – Competitors who are not injured and who, following an accident fail to display the green "OK" shall be subject to disciplinary action instituted by the Clerk of the Course through the Stewards of the Meeting, who in turn may recommend to MSA that further action be taken against the offenders. Misuse of the medical warning board will be treated as a serious offence and will be dealt with as such.

iv) COMPENSATION FOR COMPETITORS RENDERING ASSISTANCE

Competitors, who render "bona fide" assistance in complying with the foregoing instructions relating to the use of the medical warning board, shall not suffer serious prejudice as a result of their actions. However the onus shall be on the competitors concerned to prove that bona fide assistance was rendered. Substantiation in this regard would normally be required from the accident victims, fellow competitors and officials. Once proven, the Clerk of the Course will then review the competitor's performance before and after the accident and may allocate him a corrected time for that section, depending on the circumstances.

v) PROCEDURE

1. In the event that a competitor **arrives at** the scene of an accident first, he/she is compelled to stop and render assistance to any injured competitor.
2. 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;
 - 2.1) Make a note of the approximate time. GPS's may be used to record accurate times.
 - 2.2) 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.
 - 2.3) Proceed along the race route to the next marshal point and accurately report the information to that marshal.
 - 2.4) 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.

3. Competitors arriving subsequently at an accident scene are similarly required to stop and may relieve the assisting competitor.
This process is to be followed by all subsequent competitors.

26. RIDERS' BRIEFING

Organisers 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.

27. INCIDENT REPORT / EVENT EVALUATION FORMS

All riders are required to hand in an Event Evaluation Form, on which riders must clearly mark their completion or retirement from the event. These forms must be handed in within 1 hour of the rider finishing or retiring from the event. The fine for not handing in a fully completed Event Evaluation form is R250.

Any rider that is involved in or witnesses an incident that requires attention by the officials, is required to lodge the incident in writing to the Clerk of the Course within 30 minutes of completing or retiring from the event. The submission of an incident report is not a substitute for a formal protest where the competitor concerned requires action to be taken, nor does it oblige the officials to take any form of action. Competitors who wish formal action to be taken as a result of an incident are advised to exercise their right of protest in terms of Part IX of the GCR handbook.

28. ROUTE MARKING

- a) The official route, which must not be left for any reason whatsoever, will be stipulated on route cards (see Art. 33) and marked. The official distances must be considered to be correct. If a rider fails to follow the official route, or if he *rides* against it, he will be excluded.
- b) In those cases where the riders must follow a very definite route, (i.e. on grassland, rough terrain, footpaths, etc.), the organisers must indicate the route precisely and very clearly.
- c) The following will be minimum acceptable route marking requirements.
 - i) Route marking must be red **or orange** "Day-Glo" and must have a minimum visible area of 100 square centimetres. No other colours are permitted. Route markers may take the form of arrows or flaglets. No route marker to be more than 1,5 metres above ground level. Where the route is not obvious, for example, through open bush area, forest, etc. where no obvious paths exist each succeeding route marker must be clearly visible from the preceding one by a rider seated on his machine. On obvious routes, for example paths, roads, etc. the markers will be placed no more than 500 meters apart, irrespective of the clarity of the route. Green indicates NO GO. Neither the red **or orange** nor the green are to have anything printed on them such as sponsors logo's etc. Unless written permission is obtained from the Enduro **Steering Committee**.
 - ii) Route markings must be placed on the left hand side of the track except where a turn is indicated where the following will apply:
 - d) Track turning to the left - two markers one above the other with a gap not exceeding 20 cm will be placed on the left hand side of the track within 10m before the left hand turn. Turning inside any of these double markers by any distance will be deemed as a deviation. Refer Art 43. a) iv) and Art 43. b) 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.
 - e) Track turning to the right - As above, except that the double markers must be placed on the right hand side of the track.
 - f) Track doubling back - four markers, one above the other, shall be placed at the turn to indicate the 180 degree corner.
 - g) Danger boards should only be used where an extreme change in terrain takes place without warning.
Danger boards should have a minimum size of 30cm wide x 50cm high with an exclamation

mark or three markers 50m before the hazard to give the rider sufficient warning. A Danger board or three markers must be placed at the actual danger point. Where the route comes to a T-junction at which there is barbed wire or game fencing, this fencing should be clearly marked with barrier tape indicating the direction of the turn.

- h) Where the obvious road is not a continuation of the route, "no go" marking should be introduced if at all possible.
- i) 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.
- j) Any deviation off the official marked route to gain an advantage, shall be penalized 600 points for the first transgression, the second transgression shall be exclusion.
- k) All markers except the biodegradable paint must be removed from the route within 21 days of completion of the competition; failure to do so may result in MSA withholding future permits until rectified.

29. LOCAL TRAFFIC REGULATIONS

Riders must conform to the traffic regulations in force in each locality crossed during the competition. Any rider found guilty of an offence against such regulation may, after enquiry, be excluded.

30. IMPASSABLE SECTIONS

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

OPERATION AND CONTROL

31. TIME CHECKS

Time checks will be set up:

- a) At the start at the beginning of each day's run.
- b) At intermediate points selected by the organiser and the location of which, together with the prescribed driving time between these check points, will be indicated on the route card; distances will be given in kilometres measured carefully and correctly.
- c) At certain points selected by the organiser for time checks and for special tests.
- d) The average speed to be maintained between one time check and the next must not exceed 50km/h.
- e) In case of force majeure (e.g. worsening weather conditions) the Clerk of the Course may change the time schedule to one of the slower schedules immediately before the start or before each lap.
- f) All time checks will be taken in full minutes and seconds.
- g) ***The onus is on the organiser to provide personal at the start and finish of each special test, to record manual start and finish times.***

32. TIMEKEEPING

- a) Timekeeping equipment must be handled under the supervision of an official licenced timekeeper. If the timekeeping equipment does not work, the times must be recorded by hand.
- b) For regularity sections, when tolerances of one minute are allowed on actual time, apparatus registering complete minutes can be used.

33. TIME CARDS AND ROUTE CARDS

- a) Time cards and route cards will be issued at the riders' briefing. Riders will be responsible for getting their cards marked at all the time checks. Time cards must be handed in at the end of the day or at the end of each lap, or on retirement, failure to do so will result in the rider's exclusion.
- b) Time card will show prescribed running time for each section.
- c) Any rider who fails to get his time card marked at a time check with the intention to deceive the organisers by altering or obliterating any entry on his time card, or using another rider's card, will be excluded.
- d) Any rider who accidentally loses his time card must obtain another from the official in charge of the main time control. This new card must be used at that checkpoint and at all the following checks.
- e) A rider who misses a time check will be penalised 3600 points for a first offence and excluded for more than one.

34. INDICATION OF TIME CHECKS

A time check will be indicated by a board placed 5 to 10 meters before reaching the control table. These boards will be placed so that they are at all times clearly visible to the riders.

Procedure at time checks:

A time clock synchronised with the time control clock will be positioned 5 to 10 meters before the control table. After the rider has passed the display clock with his motorcycle he must immediately present his time card to the control table or on demand to an official.

Riders are **prohibited from stopping** between the clock and the control table and will be penalised for doing so, 60 points in addition to any time penalties.

A rider may pass the final time check before the scheduled time without penalty. At each time check, the organiser must keep a checklist on which is inscribed, in chronological order, the numbers of the riders who pass as well as their times in hours and minutes. Pre-printed passage control lists are not authorised. In case of dispute, the checklist will be considered official.

35. ARRIVAL ALLOWANCE

a) A rider is permitted to arrive at any Time Check, other than a starting time check, up to one full minute before or after his time without penalty. This allowance is designed to cover time differences and is called "the arrival allowance" (AA).i.e. one minute early and one min late.

b) Riders who arrive at a time check, more than one minute before or after their time are penalized 60 points per minute in excess of the AA according to the time registered by the clock. The penalty is only applied in whole minutes.

36. CALCULATION OF TIME CHECK PENALTIES

Each section between time checks constitutes a test in itself. Riders who do not respect the time permitted, including the AA, between one time check and the next, will be penalised 60 points per minute early or late arrival according to the clock.

In order to compensate any possible differences between the times recorded at the time checks a tolerance of +1 minute and- 1 minute will be granted i.e. the AA.

37. TIME LIMIT

A rider who arrives at a time check more than 60 minutes after his due time of arrival **will** be excluded. The AA of one minute cannot be applied in such a case. However, the rider may, under his own responsibility, continue on the event until the Clerk of the Course takes the final decision.

38. CLAIMS TO SPECIAL TIME ALLOWANCE

If a rider can convince the COC that he was delayed by abnormal circumstances outside his 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. Alleged balking caused by another rider cannot be accepted as an abnormal circumstance.

39. ROUTE CHECKS

In addition to having his time card marked at all the time checks, the rider must produce his card for marking at any official route check. A board placed on either side of the road 10 metres before the route check will indicate such route checks, which may or may not be marked on the route card. At each route check, the officials must keep a checklist indicating the passage of each rider by number and in order of arrival.

If clippers are used they must have warning boards posted both 50 metres before and at the clipper position. It will not be necessary to man these clipper positions. No route checks or clippers may be positioned in special tests.

40. SPECIAL TESTS

The maximum total distance of special tests may not exceed 60% or be less than 20% (subject to force majeure on the day) of the total distance of the event.

There will be **a minimum of** three special tests per lap, made up of **at least one** Enduro test, a Cross or MX test and an Extreme test.

Guidelines for special distances:

Enduro test (ET) min distance - **5km**, max distance - 20km

Cross test (CT) and MX test min distance- 1km, max distance - 8km Extreme test (XT) max distance 3km

There will be a minimum of three special tests per event. Enduro tests may only be timed on the competitor's second passing.

The ET and CT course must be selected so that the average speed does not exceed 50 km/h.

The XT course must be selected in such a way that the recommended average speed does not exceed 25 km/h. **The extreme special shall have a minimum required width of 4 m with at least two rideable lines where the width is less than 4 m.**

MX, CT and XT tests must **have a clearly marked route**, clearly demarcated to the width of the course. **Where the route comes into close proximity of itself the necessary bunting needs to be in place to ensure that a rider cannot short cut the route.** Special tests are to be set up 24 hrs before the start of the competition, to allow riders to walk the test on the Friday before the event. **In the event of a double header, the first lap of the second day would be a sighting lap, to eliminate the need to walk the specials before the race.**

Penalty for walking tests before Friday; exclusion.

No steel stakes or any material that can impale a rider may be used to hold barrier tape to demark these tests.

Organisers are to be very careful when setting up special tests as once a test has been walked or ridden on the first lap by competitors it may not be changed for any reason, so if it becomes impassable during the event for any reason the specific test must be cancelled and riders who have already scored in the section will have their scores removed from the results.

Special tests will be carried out with timekeeping according to Article 41. The penalty for traversing the test by wheeled vehicle, in advance of the timed test, will be exclusion. No practicing will be allowed and the penalty for practicing is exclusion.

The rider must cross the finish with a flying finish and stop at the stop control, which will be situated at least 20 metres after the finish line and will be clearly sign posted. Riders may not stop between the finish line and the 20 metres leading up to the stop sign / line. The course must be selected so that the average speed should not exceed 50 km/h.

The start will be from a line with the machine stationary and engine running.

Organisers are to take all precautions possible to alleviate the possibility of "bottle necks" in special tests, if possible to keep Club and Novice riders out of these sections.

The classification of riders in special tests will be calculated on the basis of achieved times and converted into points (seconds = points).

At Cross and Extreme tests that are set up in a loop fashion with the start and finish points in the same area, competitors may remove their tripper and tool bags before starting the test and must collect them after completing the test. This is not allowed during the Enduro tests.

41. TIME CHECKS FOR SPECIAL TESTS

The start of a special test must be marked with a "start" sign and the end with a "finish" sign, and the course itself marked according to Art. 28 of these regulations. A starting line will be marked on the ground and the official will give the start signal. The time of the special test is registered when the rider crosses the finish. These tests will be timed in seconds.

42. FINAL IMPOUND

At the final impound, or within 30 minutes later, one or more engines of the motorcycles having finished the competition may be examined.

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.

43. LIST OF PENALTIES

The following penalties can be applied without a hearing.

a) POINTS

i) Missing one route check or time check:- 3600 points

ii) Early arrival at time check, i.e. for each minute early arrival, before the AA:-60 points

iii) Late arrival at a time check, i.e. every full minute after the AA:-60 points

- iv) Deviating off the route to gain an advantage i.e. turning inside double markers, turning inside marking stakes or bunting, being further than 20 metres away from a single marker. (1st offence):- 600 points
- v) Any transgression of ART 17 per occurrence: - 900 points or Exclusion depending on severity
- vi) Exceeding walking pace in the pit lane:-60 points
- vii) Unable to provide race officials with complete data log from GPS: - 600 points.
- viii) Leaving the course to carry out repairs in the working area – 3600 points.**

b) EXCLUSION

- i) Receiving spare parts outside the working area
- ii) Deviating off the route to gain an advantage (2nd offence)
- iii) For failing to carry out the instructions of an official.
- iv) Not riding at walking pace in the working area or dangerous riding in the working area.
- v) Smoking while refuelling or working on the motorcycle.
- vi) Being more than 60 minutes late at the start.
- vii) Replenishment outside areas provided for this purpose by the organisers, or carrying fuel in a container not securely affixed to the motorcycle.
- viii) Not stopping the engine and dismounting during replenishment.
- ix) Carrying out any kind of welding work in the working area.
- x) Using outside power.
- xi) Accepting outside assistance.
- xii) Unauthorised contacts with any persons.
- xiii) Being accompanied by a retired or non-competitor.
- xiv) Knowingly riding in the reverse of the route
- xv) Starting the race without 1 (one) litre of drinking fluid, medical board and a first aid kit.
- xvi) Altering a time card and/or punch card or using another rider's card.
- xvii) Missing more than one time check or route check.
- xviii) Late arrival at a time check, exceeding 60 minutes after original starting time.
- xix) Practicing on the course.
- xx) Engine capacity not complying with that stated on the entry form or change of engine or frame.
- xxi) Not stopping and putting one foot on the ground at a road or railway crossing.
- xxii) Walking special tests more than 24 hours before start of competition.

44. ACCEPTANCE OF OFFICIALS DECISIONS

Every rider must accept all official measurements, distances and decisions, and authorises the organisers to publish them in the manner they see fit. 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. The rider also consents not to publish any advertising concerning the results until the official results have been issued by the organiser, and that in the event of any alteration in the official awards owing to protests or other cause, he will only publish the awards or results as thus amended.

45. REQUESTS FOR EXPLANATION

Any request for explanations concerning the results of the day's run must be addressed in writing to the COC within the time prescribed by the SR's.

46. PUBLICATION OF RESULTS

The daily complete results of the Championship should be published as soon as possible; however the provisional posting will be published in the SR's.

47. PRE-RACE PRACTISING

No entry will be accepted from any competitor found riding on over or in the vicinity of the route for a period of 28 days prior to the event. The foregoing, however, does not apply to legitimate participation in an event, which may cross or use road previously used within 28 days. All decisions in this respect shall be referred to the Clerk of the Course.

48. PRIZEGIVING

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.

49. ORGANISATIONAL REQUIREMENTS FOR NATIONAL CHAMPIONSHIP EVENTS

The following must be complied with or services/facilities to be provided by organisers:

Failure to comply will result in loss of permit.

R15 000 fine to any club who is allocated a national event but do not stage, save only due to force majeure.

This fine will be forwarded to the organisers of the replacement event or used at the commissions discretion should a replacement event not be found.

- a) Each national event shall be pre-run by a suitable person with racing experience. This pre-run must be done latest on the day before the event, after all route marking has been done. A comprehensive report is to be written and read at riders briefing as well as posted on the notice board before documentation starts on the Friday. This report will contain information on route marking, safety marking, accuracy of published distances on regularities and specials. Including pre-runners opinion on achievability of regularity times for the National Pro riders.
- b) In an event where there is more than one loop and these loops are to be run in a sequence, organisers are required to have stickers made for competitors, showing the correct sequence of loops and to indicate this at the riders briefing, however the onus is entirely on the competitor to follow the correct sequence and to get clarity in their minds beforehand.
- c) A Programme for the event must be produced and one copy placed on the notice board. It must contain all the requirements in terms of GCR 90 as well as Service and Spectator guide maps showing distances, estimated driving times, exact distances and clear instructions in words and on a suitable map and estimated times of arrival of the fastest competitor at the various points and DSP's. GPS coordinates must be supplied for these points. The programme must also contain an environmental message and display the MSA environmental logo.
- d) A website which must give the following information:
 - i) Supplementary Regulations
 - ii) Official Bulletins and route schedule
 - iii) Entry list (regularly updated)
 - iv) Self Scrutineering Form
 - v) On-line Entry Page
 - vi) Accommodation Details
 - vii) Results (latest Monday after the event, but preferably on a daily basis)
- e) Main start/finish DSP areas at National events must have catering facilities.
- f) Timekeepers shall produce at least 2 copies of provisional results and organisers are to post multiple copies in a well-lit area in order to avoid congestion as they are posted. It is a requirement for all relevant officials to be visibly present (clearly identified with signage) at the time of provisional and final result posting to ensure that any queries can speedily and efficiently resolve. A suitable private venue needs to be set aside for the hearing of protests, with secretarial services such as computers, printers and copiers to be provided at this venue.
- g) Trophies must be of a high standard befitting the status of a National event. Finishers Badges should be metal or glass of high quality and must state the name of the event and the month and year. Cloth badges or trinkets are not acceptable.
- h) A suitable P.A. system must be supplied both for briefings and prize giving. The MC who will be coordinating the prize giving must be instructed to mention all award winners, sponsors and make of motorcycle.
- i) Competitors are to be provided with suitable reserved pit areas provided they have made arrangements with the organisers at least 1 week prior to the event taking place.
- j) Spread sheet of route schedule must contain the following information; Start time, row number, bike number, loop name, loop distance, average speed, time and due time of arrival (DTA) to be on noticeboard and entry website.
- k) Comply with all requirements and by-laws of the Safety at Sport and Recreation Act 2 of 2010. Refer to GCR 78.