



THE 2020 KWAZULU-NATAL ENDURO CHAMPIONSHIP REGULATIONS AND SPECIFICATIONS

(162217/134)

Regional and Club category specific regulations may not be in conflict with National SSR's.

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

These SSR's are applicable to Junior Enduro, Hard Enduro / Extreme Enduro / Traditional Enduro and Enduro X events operating in Kwa Zulu Natal controlled by Motorsport South Africa, EnduroSA and ratified by the MSA KwaZulu – Natal Regional Motorsport committee.

Club championship classes can be redesigned around these SSR's as long as they do not contradict or have any negative impact on the National and Regional classes SSR's (pages 1 and 9).

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A. Introduction:

The KwaZulu-Natal (KZN) Enduro facet for 2020 brings about new and exciting developments that will position the sport of Enduro with the direction that Enduro SA has set to pursue, positioning the sport of Enduro in line with global Enduro Sport trends.

With the aim to develop Extreme Enduro, WFO will host both Extreme Enduro events and traditional WFO Enduro events within one WFO Enduro Series for 2020. WFO events will also be a key event organisers in the National Enduro Championship as well as the National Extreme Enduro challenge which forms the newly launched National Enduro Super Series (NESS) for 2020.

WFO is committed to the shared vision with Enduro SA to help the development of junior Enduro at a consistent standard that will help foster Enduro champions for the future.

A new initiative will result in a 4 rider team being selected by the joint organisers of junior Enduro events in KZN and ratified by the KZN regional committee to represent KZN as part of 2020 National Enduro Provincial Team Challenge being hosted at the 4 National Enduro's for Junior, High School, Seniors and Masters classes.

B. 2020 MSA KwaZulu-Natal Enduro Championships:

- 1) **2020 MSA KwaZulu-Natal Regional Championships –**
 - *Seven (7) rounds of the regional Championship, with six (6) to count*
 - *Taking place in KwaZulu-Natal region.*
 - *Five (5) Regional Enduro Championship Classes comprising of E1, E2, High School, Seniors and Masters will take place on the same day at WFO events.*

- 2) **2020 MSA KwaZulu-Natal Regional Junior Enduro Championship**
 - *The KZN Enduro series incorporating Junior Regional and Junior Clubman Enduro classes are brought to you by a joint partnership between KZN Racing and Natal WFO for 2020 under the Enduro Regulations.*
 - *Six (6) rounds of the KZN Regional Junior Enduro championship with all to count.*
 - *1 event hosted by WFO at their national event and 4 other stand-alone Junior Enduro events hosted by KZN Racing with one event being a double header.*
 - *A minimum number of starters in each class shall be an average of six for the season to declare the class a championship class.*
 - *The Regional Junior Enduro class will be for 65cc/85cc small wheel and 85cc big wheel, if there are insufficient numbers the three classes may be combined as one from the first round.*
 - *Regional Course will be no less than 15km and will be set by a course setter appointed by Enduro SA and ratified by the KZN Regional committee. A dedicated refuel may be put in place if required at the discretion of the COC.*
 - *Regional Classes have no outside assistance (other than an official or official marshal).*
 - *To be classed a finisher a rider must receive the chequered flag and/or be time barred and complete 66% of the required race distance rounded down. For Junior clubman classes they will have to complete one lap to be deemed a finisher.*
 - *A provincial team will be chosen on points merit through the year from the regional classes. If a rider cannot make the team then the next in line will be eligible and so on down.*
 - *All regional class riders must ride with a GPS set up as per the National rules.*
 - *The course specs, marking, penalties are to follow the National rules.*
 - *Eligibility of rider to qualify for the KZN Regional Championship is to include the Northern Regions.*
 - *There will be junior Clubman's classes at the Junior Enduro series with classes as for 65cc/85cc small wheel /85cc big wheel.*
 - *Clubman's Course will be an 8km – 15 km course set by a junior course setter for a novice Enduro rider.*
 - *A chaperone registered as an entrant will be permitted for the Clubman classes and must be clearly identifiable on the route.*

- 3) **2020 NATIONAL ENDURO PROVINCIAL TEAM CHALLENGE**
Regional Enduro riders will be eligible to compete in the national provincial team challenge at national Enduro events as per the below guidelines:
- *Open to the Seniors, Masters, High School Championship classes and the Junior Enduro Interprovincial Challenge class.*
 - *Each province to select a team of four (4) riders per class, to represent their province at each National Enduro event only.*
 - *Points will be allocated as per the National Enduro Championship, and will be awarded and accumulated per each province as per the performance of each team's riders in their particular class.*
 - *The winning province will receive a trophy per event, as well as a Winning Province Super Series Challenge Trophy.*
 - *Each province need to select a Team Captain in order to motivate / encourage healthy provincial competition.*
 - *This is a Challenge introduced to bring fun back into racing. Interprovincial banter and rivalry is actively encouraged.*

C. MSA Appointed Officials for KZN Enduro Championship events:

Enduro SA will appoint nominated officials (Clerk of the Course, event course setter or GPS specialist) for the duration of the 2020 racing season, ratified by the KZN Regional committee.

These officials will be governed by these regulations to ensure consistency in the standard of Enduro racing and implementation of the rules. The appointment of these officials, by EnduroSA and ratification by the KZN Regional Committee, is to ensure that these officials are appointed independently from the organisers to ensure that the correct interpretation of the Enduro rules are implemented consistently and that there is impartiality from the race event organisers.

ART.

1. **GENERAL**

- a) *Every competition will be run over one (1) day, with the exception of the pre-nominated multi-day events **listed herein.***
- b) *Documentation **for KZNR regional, Junior, Club and WOW documentation may be carried out on the day of the start of the event, but must be completed and closed one (1) hour before the published start time of the event.***

2. **COURSE**

- a) *In order to cater for all the rider's needs, we believe there has to be a clear distinction between the different facets of our sport at regional and National level in order to eliminate the confusion that currently exists i.e. a rider enters a Cross Country and finds it too technical and vice versa. The proposed championship for 2020 should cater for the financially viable and proven facets. It is imperative that all events are marketed and routes set according to strict guidelines.*
- b) *The route criteria below, enforced by the Route Director, will ensure that there are definite parameters for each facet and the necessary consistency of each events route:*

	CROSS COUNTRY	JUNIOR ENDURO	ENDURO	HARD ENDURO	EXTREME ENDURO
ROUTE TERRAIN	An ideal course will be set in a closed environment, on agricultural, timber or sugar cane farmlands or bush and veld areas, utilizing cane breaks, little used farm roads and contour roads and tracks, as well as paths through timber plantations, and venturing into rougher territory, such as river crossings. The course should provide a test of skill with reasonable intervals with speed sections. Two types of Cross Country Events: 1) Sprint Cross Country Event 2) Marathon Cross Country Event	The Junior Series events Enduro course will be set by an appointed route director with experience in setting Junior events. It will be technically more challenging route than any other junior events which could require the rider to dismount at certain obstacles and be strong enough to pick their bikes up themselves. A parent must be sure that the rider is competent enough to look after themselves and recommend that they have enough experience at Cross Country events before they enter Enduro's. Any other Enduro format for juniors at Regional and National events will need to be approved by WFO and EnduroSA.	One-day event with the course being practicable in all kinds of weather conditions. The total distance to be covered must not be less than 100km or less than 4 hours of riding time for a mid-pack Pro Rider. (Route Director makes this estimation) A cut off to be enforced when the leader completes his/her required time or distance and all riders that do not complete their time or distance qualify as a finisher, provided they have completed a minimum of 66% of the total distance, and have been lapped by the leader (in other words, they are presented with the chequered flag upon their last passing of the finish line).	Multi day marathon event over a minimum of 300km and could include a Time Trial. The course must be practicable in all kinds of weather conditions. The total distance to be covered must not be less than 100km or less than 6 hours of riding time per day. Average speed set on the route is not to exceed 25km/h. A cut off to be enforced when the leader completes his/her required time or distance and all riders that do not complete their time or distance qualify as a finisher, provided they have completed a minimum of 66% of the total distance and have been lapped by the leader (in other words, they are presented with the chequered flag upon their last passing of the finish line). The route shall be provided as a downloadable GPS Route.	Championship events shall be a maximum distance of 150km (for Gold Class), over unseen Off road cross-country routes and shall be run during daylight hours with the occasional late finisher coming home in the dark. Organizers/Clerk of the Course will decide upon the number of laps to be ridden by the Gold class. Silver, Bronze and Social class riders will generally compete over a reduced distance relevant to the Gold class. The route shall be provided as a downloadable GPS Route.
EVENT EXAMPLE	Sprint: KZN Racing/GXCC Marathon : Cape Off Road		Winterberg Enduro/ WFO / Cape Enduro / LOWVELD	IMPI / Roof of Africa	Timberland / Umzumbe Extreme
RIDING TIME (MIN)	4-5 hours based on the speed of a mid-pack Pro rider (Route Director makes this estimation): 5-6 hours with time trial	One Day event – minimum 2 hour or a fixed number of laps. There will be a time bar in place for the safety of all riders whereby any rider that does not meet the time bar set will not be allowed to continue with the event. The time bar will be set by the COC and will be in place on the first lap.	Minimum 4 hours based on the speed of a mid-pack pro rider (Route Director makes this estimation)	Multi Day Event	One Day Event
DISTANCE (MIN)	Sprint: 200-250km Marathon: - TIME TRIAL: 40-50km RACE STAGE: 300-400 km	A necessary refuel point on the course will be implemented. Race may be shortened, at the discretion of the Clerk of Course and according to MSA regulations. The 2-hour race time is calculated from the start time of the first rider, but may be changed at the discretion of the COC.	100km	300km - may include a Time Trial	80km
AVERAGE SPEED: (Winner / Leader)	40-50km/h	The average speed on an Enduro would be 15-20. Km/h for the average junior rider.	20kmh – 25km/h	Below 25km/h	Below 20km/h

Notes to the above table:

Due to the areas that Enduro events are hosted, it is to be noted that anywhere a vehicle can go is deemed to be a public road and treated as such, even if it is not a registered public road. Competitors are urged to consider that they are on such public roads and to exercise caution whilst traversing them. Whilst the organizers have taken every reasonable precaution to ensure the closure of these roads, to advise local population of the event and to mark and marshal such roads, the absence of traffic, carts, animals and pedestrians etc. on these roads cannot be guaranteed. Therefore, competitors must be vigilant at all times with regard to racing through villages and on public roads. This must be read in conjunction with GCR 243

All riders will be deemed as finishers provided they have completed at least 66% of the required number of laps applicable to that rider's class entered - Refer Art. 8 c) and Art. 21, and have been lapped by the leader (in other words, they are presented with the chequered flag upon their last passing of the finish line).

Junior riders - There will be a time bar on each lap of the race for the Junior Enduro classes in the interests of safety to riders and organisers. These time bars will be manned and junior riders will be ushered back to the pit area if the COC deems them not to have met the time bar. The onus is on the Entrant to ensure that the rider is suitably skilled and preferably experienced at Cross Country events to ensure that their rider level is of a standard to enter an Enduro event.

Extreme Enduro events is in its first year so different Extreme Enduro formats will be trialled over the years racing to gain feedback for the proposed national extreme Enduro series in 2021

- c) **Organisers are to aim for a minimum of 65% finish rate in the KZN Enduro Regional Championship classes.**
- d) The use of GPS, which has to be mounted firmly on the competitor's race bike so that it is visible at all times (carrying of GPS's in hydration packs and/or waist packs etc. is not permitted), is compulsory for all KZN Enduro regional 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 must 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. 39 g) (xxiii).
- e) 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. GPS's that are downloaded and have more than just the race in question's track log on it, and that force organisers into searching for the race in questions track log data, will not be considered as empirical evidence of route compliance in the event of a dispute, and will be treated as if the competitor had not complied with Art. 2 d) of these SSR's and not ridden with a GPS.
- f) Organisers will download at least five (5) units per event, at the discretion of the COC directly after the riders complete the event and any other should there be a query.
- g) The race will be a start to finish (flag to flag) event, with timed laps. The winner will be the rider that completes the required distance in the shortest time.
- h) 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 COC, it includes man-made obstacles not in character with the general principals of Enduro **or Hard Enduro racing. EnduroX is the exception to this ruling as the type of track used for this format of racing is very much constructed of man-made obstacles.** 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.
- i) The route may traverse cultivated and grazing land (veld), and competitors are to stay on the route, **which organisers must set to avoid damage to vegetation and crops**, and away from vegetation **and/or crops that may be found alongside the designated route.** Competitors not found doing so will be excluded from the event and reported to MSA for further disciplinary action.
- j) 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/her every opportunity to overtake in the interest of fairness and safety.
- k) 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.
- l) 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.
- m) **In the interests of safety, and based on the fact that the minimum race distance and time has been shortened. A compulsory sighting lap for E1 and E2 (optional for seniors, high school and Masters or at the discretion of the COC) may be made available to competitors in the morning prior to race start at the discretion of the Organisers / Promoters. A 2-hour regularity time will be provided for competitors to complete the sighting lap. Thereafter, the race will be started at 10H00 on race day, as per usual procedures. If the organisers decide that a longer regularity time is required for the day in question, then the sighting lap must be opened appropriately earlier in the day, in order to ensure that the race start time is not compromised. In the event of a rider taking longer to complete his sighting lap than is allocated in regularity time, then that rider will incur the time that he is late for his official start time as penalty time, and this will be added to his race time post the completion of the race. In this event, the rider in question must use the "Flying Finish" chute to access the start of the race track, and not queue at the back of the still un-started start grid, nor may he push his way through the pack of raiders waiting to start on the un-started start grid.**

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

- a) The entry form shall have provision to clearly identify to which class or classes the entry relates.
- b) Organisers / Promoters need to ensure that provision is made for the Licenced Entrant to sign on next to their rider's name at event documentation – Refer to GCR113 (xv).

5. DOMICILE OF COMPETITORS

The KZN Regional Enduro Championship shall be open to person's resident in KwaZulu-Natal / Northern Regions.

6. AWARDS

Trophies must be of a high standard - for example silverware, glassware or laser engraved hard wood or Perspex (no plastic), are minimum requirement for trophies in a KZN Regional Enduro Classes. Trophies will be awarded to competitors placing from 1st to 3rd in each class.

7. CALCULATION OF THE RESULTS FOR THE CHAMPIONSHIPS

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

POSITION	POINTS	POSITION	POINTS	POSITION	POINTS
1	400	18	100	35	22
2	360	19	90	36	20
3	330	20	85	37	18
4	300	21	80	38	16
5	270	22	75	39	14
6	250	23	70	40	12
7	230	24	65	41	10
8	210	25	60	42	9
9	190	26	55	43	8
10	180	27	50	44	7
11	170	28	45	45	6
12	160	29	40	46	5
13	150	30	35	47	4
14	140	31	30	48	3
15	130	32	28	49	2
16	120	33	26	50	And onwards, all finishers score
17	110	34	24		

b) **Marathon events, where one race is run over two (2) or more days, will score points at 1, 5 times the points allocated above. As an example, the IMPI will classify as a marathon event.**

i) **An event that runs a time trial on day one (1), and then the race on day two (2) will NOT be classified as a marathon event.**

ii) **An event that is a multi-day event, but runs each day as an individual race, will NOT be classified as a marathon event, and will score as per normal for each racing day (e.g. Desert Race).**

c) 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/her 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/her class.

d) **Competitors may only score in one KZN Regional Enduro class at an event.**

e) **Where National events include a Regional event, competitors competing in both National and Regional classes, may only score in the same National and Regional classes.**

f) Separation of ties

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/her position.

In the case of a tie at the end of the season, the competitor with the greatest number of class wins will be declared the winner. If this does not resolve the tie, then the greatest number of second positions will count, failing which third positions and so forth. If this is still ineffective **Natal WFO** 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 KZN Regional Enduro 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/she deems fit.

- c) To be classified as a finisher of an event a competitor must complete the full distance as specified for his/her class. ***If a rider is, during the course of his/her race, is lapped by the race leaders, and therefore receives the chequered flag at his/her next passing of the finish line, but has not completed his/her full race distance as prescribed in the SR's, that rider will be classified as a finisher provided he/she has met the chequered flag and completed a minimum of 66% of the prescribed distance for his/her class.***
- d) ***If a rider is forced to stop racing by officials on the day due to the enforcement of a time bar (in force for safety reasons), and not as a consequence of the riders or his/her machines inability to finish the race, then that rider will be awarded half points towards his/her championship for that race, provide that the rider has completed a minimum of 66% of the total prescribed race distance for his/her class.***

9. ENTRIES

- a) Maximum permitted entry fee of **R700.00** for KZN Regional Enduro classes per event. This entry fee includes all levies.
- b) **Entry fee for Clubman's and juniors will be R500.00.**
- c) For all events, an additional late entry fee of R200 will be charged.
- d) Late entries must be posted on the official notice board.
- e) **Refusal of entry – Refer to GCR 99 and 100.**
- f) Trust levies as stipulated below are payable as follows per event:
- i) National Class – **R55.00** per competitor
 - ii) Interprovincial Class – **R55.00** per competitor
 - iii) Regional Class – **R55.00** per competitor
 - iv) Club Class – **R55.00** per competitor
 - v) High School Class – **R55.00** per competitor
 - vi) The above levies are over and above the MSA levies and are to be included in the entry fee payable for all events.
- g) **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 valid **MSA** competition license for Cross Country Mcycles & Quads / Enduro. This license must be presented at documentation.
 - ii) Entrants (**registered and official race teams**) must be licensed.
 - iii) All competitors must have completed properly submitted entry forms.
 - iv) 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. **The Clerk of Course has the right to prevent a rider from racing if at his/her sole discretion that the rider's helmet is not compliant, as stipulated above, or is in a condition that is deemed to be unsafe.**
 - v) All competitors to start the event carrying a minimum of one (1) litre of drinking fluid.
 - vi) All competitors must wear suitable protective clothing with a minimum standard of gloves, long sleeved jersey of adequate strength, motocross type pants and motocross type boots, and **helmet** - Refer SSR 328 i) and Art. 39 d) (i)
 - vii) **Chest Protectors are highly recommended for all riders in all classes. They must be of a hard plastic material and not a ROOST protector.**
 - viii) All riders are to carry a first aid kit comprising:
 - 1 x Medical Board
 - 1 x Space Blanket (protects from rain and sun as well as can be used to heat cold person and also can be used as a signal device)
 - 1 x Triangular Bandage (multiple uses)
 - 1 x 50mm x 70mm First Aid dressing pad
 - 1x SOS 6 First Aid Dressing (can cover any size wound)
 - 1x 100mm Conforming Bandage
 - 1x Burn Shield Dressing 100x100mm (this can be used as a cold compress, antiseptic dressing and burn dressing)
 - 1x CPR mouthpiece (recommended)
 - 4x Plasters (range of sizes)
 - 4 x Pain Killers
 - 2 x Surgical gloves
- h) **GENERAL CONDITIONS APPLICABLE TO ALL MOTORCYCLES** - All motorcycles must:
- i) Be fitted with ball-ended clutch and brake levers unless fitted with suitable protectors.
 - ii) Be fitted with brakes operating on front and rear wheels.
 - iii) Be fitted with a self-closing throttle.

- iv) Be fitted with adequate mudguards.
- v) Not have any fuel leaks.
- vi) Not discharge excessive exhaust gasses so as to raise an abnormal amount of fumes or in any way inconvenience another 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 and Enduro Section: *01.31 EXHAUST PIPES / 01.79 SOUND CONTROL*. These articles can be accessed on the FIM website - http://www.fim-live.com/en/library/download/73533/no_cache/1/ The maximum allowed decibel reading is 112 dB/a measured with the "2 meter max" method for motorcycles.

10. **NUMBER OF ENTRIES**

- a) Any meeting may be cancelled if the number of entries received is insufficient, provided the event regulations clearly stipulate the minimum number of entries; which may not be set higher than 100 minimum competitors.
- b) The promoter / organiser is also entitled to set a limit to the number of entries to be accepted and that number must be published in the SR's.
- c) If too many entries are received, the method used by the promoter / organiser to select the entries will be stipulated in the SR's.
- d) 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**

- a) Entries for the event will close **forty-eight (48) hours** prior to the start of the event.
- b) Late entries will be permitted at an extra cost of R200 – Refer to Art. 9 c).
- c) For an entry to be accepted by the organisers it must be accompanied by the entry fee.
- d) The organisers reserve their right to refuse entries as per GCR **99 and 100**.

12. **CLASSES**

The following classes are therefore proposed – These will be applicable to National, Regional and Club Championships WITHOUT EXCEPTION.

ENDURO CLASS	CLASS AGE	CAPACITY	NOTES
E2	From the year of the riders 18 th birthday and older	Two-stroke over 201cc and Four-stroke over 251cc	
E1	From the year of the riders 16 th birthday and older	Two-stroke from 125cc – 200cc and Four-stroke from 150cc – 250cc	
125cc High School	From the year of the riders 15 th birthday, to 31 st December of the year in which their 18 th birthday occurs.	Up to 125cc 2-Stroke	The organizers shall decide on distance to be run, which will be a minimum of 50% and maximum of 75% of the full National class distance.
Seniors	From the year of the riders 36 th birthday and older	Unlimited	The organizers shall decide on a shorter distance, which will be as close to 75% of the full National class distance, as practically possible
Masters	From the riders 45 th birthday and older	Unlimited	The organizers shall decide on a shorter distance, which will be a minimum of 50% (or a maximum of 2 racing laps) of the full Regional class distance.
Senior 85cc	<i>From the year of the riders 13th birthday, to 31st December of the year in which their 15th birthday occurs.</i>	<i>The maximum permissible capacity is 85cc 2-stroke or 150cc 4-stroke. (Minimum wheel size 14" rear 17" front, Maximum 16" rear and 19" front).</i>	<i>This class will form part of the Junior Enduro Interprovincial Challenge Class</i>
Junior 85cc	<i>From the year of the riders 8th birthday, to 31st December of the year in</i>	<i>The maximum permissible capacity is 85cc 2-stroke or 150cc 4-stroke or 4-stroke air cooled. (Minimum wheel size</i>	<i>This class will form part of the Junior Enduro Interprovincial Class</i>

	<i>which their 13th birthday occurs.</i>	<i>14" rear 17" front, Maximum 16" rear and 19" front).</i>	
<i>Junior 65cc</i>	<i>From the year of the riders 7th birthday, to 31st December of the year in which their 12th birthday occurs.</i>	<i>The maximum permissible capacity is 65cc 2-stroke or 85cc auto or 110cc 4 stroke (Minimum and maximum wheel size 12" rear 14" front).</i>	<i>This class will form part of the Junior Enduro Interprovincial Class</i>
<i>GOLD Class</i>	<i>From the year of the riders 16th birthday and older</i>	<i>Unlimited</i>	<i>For Hard Enduro and extreme classifications</i>
<i>SILVER Class</i>	<i>From the year of the riders 16th birthday and older</i>	<i>Unlimited</i>	<i>For Hard Enduro and extreme classifications</i>
<i>BRONZE</i>	<i>From the year of the riders 16th birthday and older</i>	<i>Unlimited</i>	<i>For Hard Enduro and extreme classifications</i>

- a) **WOW Class / Competitors:**
- **Annual WOW licences will no longer be available for purchase.**
 - **Competitors will only be permitted to purchase a maximum of three (3) one event WOW licences during the course of 2020, and only via the MSA online licensing system (www.msaonline.co.za).**
 - **All riders wishing to obtain a WOW licence shall first be required to become a member of a MSA-affiliated event organising club, prior to the purchase of a WOW licence.**
 - **Each one event WOW licence will need to be signed off by the Clerk of Course (COC) at the event and forwarded to the competitor's club secretary to keep on record.**
 - **Once three (3) WOW one event licences have been purchased during 2020, competitors wishing to take part in any further MSA-sanctioned events will need to liaise with their club secretary to pay for one of the four (4) options on MSA's Group Personal Accident insurance cover.**
 - **The club secretary will in turn liaise with MSA in order for the competitors concerned to be issued with an annual club licence at no cost.**
 - **Entry fees for the WOW class at events shall be the same amount as for the Club class.**
 - **Competitors with WOW Licences will need to be timed and reflect on the event results, but will not garner any points / trophies, except for a finisher's medal if same is offered by the organisers of the event.**
 - **Competitors with WOW licences may only participate in the WOW class, which shall start behind all the other classes offered at the event.**
 - **Age and engine capacity regulations as per the Enduro and Cross Country Motorcycle SSR's must be adhered to at all times with regard to the WOW class.**
 - **No WOW or Club competitor would be permitted to compete on an Extreme section of a Regional event. The organiser must find an alternative route around any extreme section that would take a rider longer time than the extreme section. Should a WOW competitor want to compete on this section, the relevant Regional licence would need to be obtained from MSA, before the start of the event.**
- b) **Club classes would get timed and trophies/prizes could be distributed.**
- c) **Junior riders are to give way to any senior riders trying to pass them.**
- d) **In the event of a two-day event, the points allocated will be 1.5 times the normal allocated points (rounded up).**
- e) **The start order of day 2 will be the finish order of day one. In the event of a rider not finishing day one, he/she may start day two with a 3-hour penalty added to their overall time. If the environment determines it necessary for safety reasons the organisers are entitled to start competitors on dust gaps and disregard the elapsed time of the time trial or finish times racing from the previous day.**

13. AIM OF THE CHAMPIONSHIP

The aim of the Championship will be to declare KwaZulu-Natal Enduro Champions in the above mentioned championship classes.

The Championship shall consist of a minimum of seven (7) events with six (6) to count, however where 6 events are held, in the event of force majeure 5 events would count towards the Championship.

For the junior regional enduro championship there will be six (6) events with six (6) to count. In the event of force majeure 5 events would count towards the Championship.

The number of events which are retained and scored shall be as set out in GCR 233 of the MSA General Competition Rules.

14. RIDER NUMBERS

- a) **E numbers will be allocated to the top 20 riders in order of points scored (E1 – E20), based on their overall result from the preceding *National Enduro Championship* season. *Non prefixed number will be allocated to the top 20 riders in order of points scored (1 – 20), based on their overall***

result from the preceding National Cross Country Mcycle Championship season.

- 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:**
J101 – J500
 - iii) Club Numbers:
C1 – C999 (Will be reserved for Enduro and Cross Country Motorcycle and Quad Club competitors)
 - iv) WOW Numbers:
W1 – W999 (WOW competitors – **only valid for 3 events**)
- c) Race numbers can only be reserved once a **2020** MSA competition licence has been purchased. Numbers will be allocated on a first come first served basis. For further information, please contact Carmen Hill at MSA Head Office on carmen@motorsport.co.za
- 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:

<u>Class</u>	<u>License</u>	<u>Number Colour</u>	<u>Background Colour</u>
Class Leader	Nat	White	Red (per event)
E1	Nat	White	Green
E2	Nat	White	Black
Seniors	Nat	Red	White
Masters	Nat	White	Navy Blue
High School	Nat	Navy Blue	White
Junior class – Junior 65cc	Reg	White	Black
Junior class – 85cc Jnr	Reg	White	Orange
Junior class – 85cc Snr	Reg	White	Navy Blue
Club	Club	Black	Yellow

- f) ***As the National Enduro and Cross Country classes are not fully aligned in all instances, it may occur from time to time that a rider who participates in both forms of the sport may have a race number on his motorcycle that does not comply with the colour requirements for the numbers and backgrounds. In such instances, the rider/s concerned shall be required to display a temporary letter “E” (riders competing in an Enduro on Cross Country number colours and backgrounds) or a letter “X” (riders competing in a Cross Country event on Enduro number colours and backgrounds). These letters (“X” & “E”) shall be temporary in nature (duct tape or similar) and shall be displayed in front of the race number.***
- g) ALL LETTERS MUST BE THE IDENTICAL SIZE TO NUMBERS, competitors who do not comply will be penalised **ten** (10) minutes – Refer to Art. 39 b) (ii).
- h) **NOTE:** Competitors with incorrect numbering/colouring will not be permitted to start an event - Refer SSR 351 i) (iii)

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 – Refer Art. 39 g) (xvii) and Art. 39 g) (xix).
- b) Organisers/Promoters, **through the appointed officials**, are **required** to check at least 10% of the entries for conformity to the self-scrutineering form. **Offenders will be dealt with by the Clerk of the Course.**
- c) Fuel Control: Only pump fuel available from a petrol station may be used.
- d) Rider’s first aid kits and medical boards may be checked at random.
- e) **Special attention will be applied to the inspection of 125cc motorcycles to ensure they conform.**

16. CHANGE OF MOTORCYCLE

- a) 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.
- b) Application for a change must reach the Clerk of the Course not later than two (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 – **compulsory at any refuel point. A motorcycle busy being refuelled HAS to be placed on top of an environmental mat before refuelling can commence, and may only be removed from the environmental mat once refuelling has been completed – Refer Art. 39 d) (ii)**
- b) **All competitors to have an MSA approved 2.5kg fire extinguisher, located next to the vehicle being refuelled – Refer Art. 39 e) (i)**
- c) The use of tear-offs is banned; only systems that remain attached to the goggles will be allowed.
- d) Discarding of any sachets or any other litter on the ground is strictly forbidden.
- e) Organisers are required to issue refuse bags to competitors
- f) Any act that is prejudicial to the environment by the competitor or his/her crew will be subject to penalty or exclusion by the COC after a hearing – Refer to Art. 39 c) (ii) and Art. 39 g) (xxvi).

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

- a) **In the event where no mass start or no time trial is held, 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.
- b) **Riders are to be started two at a time on the same minute, up to a maximum of six riders, and where events allow a mass start, can be used.**
- c) **E1, E2 competitors will be started side by side, followed by Seniors, High School, Masters, Clubman's, Junior and WOW classes, or with specific events, the Juniors may start at alternate race times to be determined by the Organisers/Promoters in consultation with the Clerk of the Course.**
- d) **Dust gap intervals will be at the discretion of the Clerk of Course. 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.**
- e) **Time Trial start time for each competitor will be as published in the start order document by the organisers. The elapsed times including penalties will be classified from shortest to longest. This will determine the start order for the main race. Protests received disputing the results of the Time Trial will be heard by the Stewards of the meeting, and their decision will be final.**
- f) **The rider not completing the time trial will be started after the slowest competitor in class according to Championship points.**
- g) **National competitors who have completed the Time Trial within ten (10) minutes of the leader shall be started in the time elapsed behind the leader thereafter in order of finishing with a thirty (30) second interval between or as deemed appropriate in the interests of safety, by the Clerk of Course, on the day.**
- h) **Enduro events can request from Natal WFO to trial different starting orders for their events.**

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 Section 317 of the road traffic regulations which is stated hereunder:

"Racing and Sport on Public Roads" Section 317

- 1) For the purposes of this regulation the expression "race or sport" includes –
 - a) any race, speed trial, reliability trial, hill climbing competition or sports meeting;
 - b) any other activity whatsoever;
 - i) which may constitute a source of danger to traffic; or
 - ii) which may hamper, impede or disrupt the normal flow of traffic.
- 2) No person shall organise or take part in any race or sport on a public road, unless the prior written consent of the MEC of the province concerned has been obtained or, where the race or sport will take place wholly within the area of jurisdiction of a local authority, the prior written consent of such local authority has been obtained.
- 3) In granting consent in terms of sub regulation (2), the MEC or the local authority concerned, as the case may be, may –

- a) in addition to any requirement prescribed in these regulations, impose such further conditions as he or she or it may deem expedient;
 - b) exempt any person concerned with the race or sport for the duration thereof
 - i) from any provision of the Act regarding any speed limit or determine another speed limit for the road concerned;
 - ii) from any other provision of the Act or from any by-law;
 - c) levy fees for defraying the expenses incurred by the Provincial Administration or local authority concerned in connection with the race or sport.
- 4) Any consent granted in terms of sub regulation (2) may be withdrawn at any time.
- 5) A traffic officer responsible for the safety of the public in the area where the racing or sporting event is staged or a traffic officer at the scene of the event, may immediately withdraw the permission for the event or amend the conditions of the permit to ensure the safety of road user, if the staging or continuation of the event, in the traffic officer's opinion, is causing or will cause any danger or undue obstructions for other road users or any of the participants in the event.

WHERE THE ROUTE OF AN EVENT:

- a) Runs along a Public Road;
 - i) A written application for closure must be lodged with the relevant authorities, such application to disclose the nature and extent of the closure, that unlicensed vehicles will traverse such roads, and the times of the closures **AND WHICH APPLICATION MUST BE IN FULL COMPLIANCE OF THE ROAD TRAFFIC ACT AND REGULATIONS.**
 - ii) That road must be closed with the appropriate written permission from the relevant authorities and manned by police officials and race marshals or as directed by the authority granting closure permission.
 - iii) Where the route crosses a road or railway line, a danger board with a black exclamation within a red triangle is placed 100m before the road or rail crossing, followed by a board with a black cross on a white background is erected 50m before the road or railway line. A stop sign is erected at the edge of the road or railway line and must be visible to competitors allowing sufficient space to stop. It is compulsory to stop at this intersection. Competitors must ascertain whether it is safe to cross the road or railway line before proceeding. At least one foot needs to be placed on the ground when the rider comes to a standstill. The foot and bike must be stationary and no dragging is allowed. Non-compliance will incur a penalty – Refer SSR 351 c) (ii). Competitors ignoring a stop, road or rail crossing and not ensuring that it is safe to cross will be excluded – Refer SSR 351 g) (i).
 - iv) The Road must be decontrolled and competitors given time allowances that will allow them to complete the section comfortably whilst obeying all normal traffic rules.
 - v) Competitors must be stopped by race marshals at the beginning of the decontrol and advised verbally as well as by means of clearly visible boards that they are about to proceed on a public road. Decontrols will be run in accordance with SSR 342.
 - 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 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 boards advising of the crossing must be posted fifty (50) metres before the crossing and a Stop board immediately before the crossing.
 - iii) Competent marshals must be posted at such road crossings and must be in possession of a writing pad, pen or pencil to record the 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 – Refer Art. 39 g) (xx).
 - 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 & FINISH

Start:

- a) At the start of each day's run, 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 or is late.
- c) 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 – Refer Art. 39 g) (xiv).
- d) The start **from a line** with the machine stationary and engine running.

Finish:

- a) Once the leading rider has crossed the finish line and received the chequered flag, the race will be deemed as finished.
- b) All riders that then cross the finish line, will equally be shown the chequered flag, ending their race, irrespective of the fact that they may have not completed the required number of laps.
- c) **Regional Riders have to have been shown the chequered flag in order to be deemed a finisher and have completed over and above the minimum 66% distance requirement applicable to that rider's class entered, will be deemed as finishers.**
- d) **WOW, Clubman and Junior Clubman riders have to complete 1 lap in order to be deemed a finisher.**
- e) **Due to the nature of Extreme Enduro events, the finish requirements will form part of the event SR's.**

22. REPLENISHMENTS

Replenishment applies to the motorcycle only.

The rider may receive food and drink at any point *on the race route* 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, *unless there is a prescribed de-control in the event SR's.*
- b) In addition to the working areas located at the start and finish, others may be situated along the course and indicated on the route *by means of a board stating such.*
- 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/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 a tank or container permanently attached to the machine. The penalty for breaking this rule is exclusion – Refer Art. 39 b) (vii).
- g) The engine must be stopped and the rider must dismount during replenishment. The penalty for not stopping the engine and dismounting is exclusion – Refer Art. 39 g) (viii).
- h) The maximum distance between refuels is **50 km.**
- i) Any welding work in the working area is forbidden under penalty of exclusion – Refer Art. 39 g) (ix).
- j) Quick fillers are permitted at the working areas **deemed as DSP's, but not at working areas that are classified as "UNASSISTED REFUEL POINTS".**
- 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 four (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 (**maximum speed permitted is 20km/h**) – Refer to Art. 39 a) (i)
- o) No competitor or service crew member may smoke within 5m of a motorcycle being refuelled – Refer Art. 39 g) (v)
- 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, **but shall be referred to as a “Splash and Dash working area”**.

23. OUTSIDE POWER

- a) Throughout the meeting a motorcycle must only be moved by its proper engine power, the physical efforts of its rider, or some natural cause, **or with the assistance of another competing rider, provided that such rider is still competing in the race.**
- b) **Any motorcycle that is towed by another competitor across the finish line will not be classified as a finisher.** The penalty for breaking this rule is exclusion – Refer Art. 39 g) (x).

24. OUTSIDE ASSISTANCE

- a) All outside assistance is forbidden, other than the normal assistance given at the official working areas – **Refer Art. 39 g) (i) and b) to e) below.**
- b) The term “outside assistance” refers to the act involved when any person, other than the rider or an official performing his/her duties, comes into contact with the motorcycle.
- c) Outside assistance may be given by another competitor who is still racing and eligible to be classified as a finisher.
- d) Competitors who have retired or crossed the finishing line may not render assistance – Refer Art. 39 g) (xii).
- e) Outside assistance from any other outside source is prohibited except in the working areas.
- f) Should a competitor, **together with his/her machine**, 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 **a race motorcycle** to the working area **without completing the lap in question** is **sixty (60) minutes** – Refer to Art. 39 e) (ii). However, this would not affect a rider that leaves their bike on the course and **makes his/her way walking** back to the work area for spares, **or by a method other than riding his/her race motorcycle** and **returns walking** back to their bike to carry out the repairs themselves – Refer Art. 39 g) (iv)
- g) Carrying of fuel on to the course is strictly forbidden.
- h) 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.
- i) 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.
- j) The penalty for receiving outside assistance is exclusion – Refer Art. 39 g) (xi).
- k) In the working area only (**other than “Splash and Dash” working areas and “Unassisted Refuel Point working areas**), 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, and 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 waiting board must be displayed in such a manner that the red cross is clearly visible to oncoming competitors, preferably at eye level. Care must be taken to ensure that the correct side of the board is displayed to oncoming competitors. While the warning board is displayed in such a manner, the first competitor arriving on the scene of the accident must stop and render assistance.
 - ii) Should a competitor arrive at the scene of an accident where no medical board is displayed, it must be assumed that the injuries are of such a nature that the competitor/s concerned is/are seriously injured or unable to display the medical

warning board. Assistance must immediately be rendered. Should further assistance from other competitors be required, the competitor/s rendering the initial assistance must display their medical warning board with the Red Cross clearly visible to oncoming competitors. Should no further assistance be required, the green "OK" shall be displayed. Following an accident where no injuries are involved and no assistance is required, the green "OK" must be clearly displayed to oncoming competitors.

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

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

c) **PROCEDURE**

i) In the event that a competitor arrives at the scene of an accident first, he/she is compelled to stop and render assistance to any injured competitor. Unconscious competitors may not be moved in the absence of medical personnel.

ii) Upon the arrival of a second competitor at an accident scene where injuries have been sustained, either the first competitor or the second competitor must;

- Make a note of the approximate time. GPS's may be used to record accurate times.
- Where either competitor carries a GPS to establish the co-ordinates of the accident, write them down or mark a waypoint, alternatively to make notes of the approximate whereabouts of the accident.
- Proceed along the race route to the next marshal point and accurately report the information to that marshal.
- At the time of reporting to the marshal any time taken which may need to be compensated, together with the names/race numbers of any other competitors rendering assistance and remaining with the injured competitor must be related to the marshal for verification purposes.
- Competitors arriving subsequently at an accident scene are similarly required to stop and may relieve the assisting competitor.

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

26. RIDERS' BRIEFING

a) 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.

b) ***Details such as the following, must be mentioned and discussed at riders briefing, at the minimum:***

- i) Distance of route***
- ii) Number and nature of check/marshal points***
- iii) Time bars***
- iv) Route description***
- v) Number and nature of road crossings***
- vi) Start time and order***
- vii) Affirmation of rules and what officials will be on lookout for on the day***
- viii) Unique circumstances that may affect the race on the day (weather, etc.)***
- ix) Any other points that official feel warranted***
- x) Event sponsors to be thanked***

27. EVENT EVALUATION FORMS

- a) All riders are required to hand in an Event Evaluation Form, on which riders must clearly mark their completion or retirement from the event.
- b) These forms must be handed in within one (1) hour of the rider finishing or retiring from the event.
- c) The fine for not handing in a fully completed Event Evaluation form is R250.
- d) 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 thirty (30) minutes of completing or retiring from the event.

28. ROUTE MARKING

- a) The official route may not be left for any reason.
- 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;
 - ii) must have a minimum visible area of 100 square centimetres. No other colours are permitted.
 - iii) Route markers may take the form of arrows or flaglets.
 - iv) No route marker to be more than 1, 5 metres above ground level.
 - v) Where the route is not obvious, for example, through open bush area, forest, etc. where no obvious paths exist each succeeding route marker must be clearly visible from the preceding one by a rider seated on his/her machine.
 - vi) On obvious routes, for example paths, roads, etc. the markers will be placed no more than 500 metres apart, irrespective of the clarity of the route.
 - vii) Green **markers** indicate NO GO **areas / routes / paths**.
 - viii) ***If a rider comes across green markers, that rider must assume he/she has taken a wrong turn and is no longer on the planned race route.***
 - ix) Neither the red or orange nor the green **markers** are to have anything printed on them such as sponsors logo's etc. Unless written permission is obtained from Enduro SA and the KZN Regional Committee.
- d) Route markings must be placed on the left hand side of the track except where a turn is indicated where the following will apply:
 - i) Track turning to the left – two (2) markers one above the other with a gap not exceeding 20 cm will be placed on the left hand side of the track within 10m before the left hand turn. Turning inside any of these double markers by any distance will be deemed as a deviation – Refer Art. 39 d) (iii) and Art. 39 g) (ii). A single confirmation marker must follow this on the left hand side of the track after and within sight of the intersection or turn.
 - ii) Track turning to the right - As above, except that the double markers must be placed on the right hand side of the track.
 - iii) Track doubling back - four markers, one above the other, shall be placed at the turn to indicate the 180-degree corner.
- e) Danger boards should only be used where an extreme change in terrain takes place without warning. Danger boards should have a minimum size of 30cm wide x 50cm high with an exclamation mark or three 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, ***a danger board should be placed at least fifty metres before the fence and*** this fencing should be clearly marked with barrier tape indicating the direction of the turn.
- f) Where the obvious road is not a continuation of the route, "no go" marking should be introduced if at all possible.
- g) Where the terrain does not allow for the above type of marking (e.g. rocky mountainous terrain devoid of vegetation) the route may be marked with painted "Day-Glo" directional arrows and non-directional "Day-Glo" paint onto fixed objects. This paint MUST be biodegradable.
- h) Any deviation off the official marked route, shall be penalised ***thirty*** (30) minutes for the first transgression, the second transgression shall be exclusion – Refer to Art. 39 d) (iii) & (iii) and Art. 39 g) (ii).
- i) 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

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

30. IMPASSABLE SECTIONS

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

OPERATION AND CONTROL

31. TIMEKEEPING

- a) Timekeeping equipment must be handled under the supervision of an official licenced timekeeper.
- b) If the timekeeping equipment does not work, the times must be recorded **manually**.
- c) **Timekeepers to be approved by EnduroSA in writing seven (7) days prior to the start of the event.**
- d) Timekeepers are to ensure that they provide live timing services, as well as an entry system available to the organising clubs website as a first point of contact.
- e) Only one timekeeping entity can be used on any given event, inclusive of National, Regional and Club competitors, where applicable.

32. ROUTE / CHECK CARDS

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

- a) Route **check** cards will be issued at the **documentation**. Riders will be responsible for getting their cards marked / **stamped** at all the route checks.
- b) Route **check** cards must be handed in at the end of the day or at the end of each lap, or on retirement, failure to do so will result in the **rider being awarded a penalty** – Refer to Art. 39 g) (xxii)
- c) Any rider who fails to get his/her route **check** card marked / **stamped** at a check point with the intention to deceive the organisers by altering or obliterating any entry on his/her **check** card, or using another rider's **check** card, will be excluded – Refer Art. 39 b) (xv).
- d) Any rider who accidentally loses his/her route **check** card must obtain another from the official in charge of the main time control. This new card must be used at that checkpoint and at all the following checks – **Refer Art. 39 f)**
- e) A rider who misses a check point will be penalised **sixty** (60) minutes for a first offence and excluded for more than one – Refer Art. 39 e) (iii) & Art. 39 g) (xvi), at the discretion of the Clerk of the Course. Junior class penalties will be thirty minutes for first offence and at the discretion of the Clerk of the Course.
- f) A check point implemented for the management of alternate routes and more extreme sections, if missed by a rider, will incur a penalty pre-determined by the COC and route director.

33. INDICATION OF CHECK POINTS AND STAMP POINTS

- a) A check point will be indicated by a board placed 5 to 10 metres before reaching the control.
- b) These boards will be placed so that they are at all times clearly visible to the riders.

34. TIME LIMIT

- a) A rider who arrives at a check point more than sixty (60) minutes per lap slower than the fastest lap, will be excluded – Refer Art. 39 b) (xxi).
- b) However, the rider may, under his/her own responsibility, continue on the event until the Clerk of the Course takes the final decision.

35. CLAIMS TO SPECIAL TIME ALLOWANCE

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

36. ROUTE CHECKS

- a) In addition to having his/her route **check** card marked / **stamped** at all the check points, the rider must produce his/her route **check** card for marking / **stamping** at any official route check.
- b) A board placed on either side of the road ten (10) metres before the route check will indicate such route checks, which may or may not be marked / **stamped** on the route **check** card.
- c) At each route check the officials must keep a checklist indicating the passage of each rider by number. Time of arrival and in order of arrival.
- d) If clippers are used they must have warning boards posted both fifty (50) metres before and at the clipper position. It will not be necessary to man these clipper positions.

37. COURSE DESIGN

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

- i) No steel stakes or any material that can impale a rider may be used to hold barrier tape to demark the route.
- ii) No practising will be allowed and the penalty for practising is exclusion – Refer to Art. 39 b (xvii).
- iii) The rider must cross the finish with a flying finish and stop at the stop control, which will be situated at least twenty (20) metres after the finish line and will be clearly sign posted.
- iv) The Start / Finish area should follow a specific design with clear indication of the timed entry to pit lane and exit of pit lane, allow for a decontrol, flying finish and parc-ferme, to allow organisers, time keepers and officials to work efficiently together.
- v) Riders may not stop between the finish line and the twenty (20) metres leading up to the stop sign line.
- vi) Organisers are to take all precautions possible to alleviate the possibility of “bottle necks” on the route.

38. FINAL IMPOUND

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

39. LIST OF PENALTIES

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

a) Five Minutes

- i) Exceeding walking pace (**maximum speed permitted is 20km/h**) in the pit lane – **five (5) minutes – Refer Art. 22 (n)**
- ii) **For jumping the start – five (5) minutes**

b) Ten Minutes

- i) **For not first ensuring that it was safe to cross a road crossing before pulling off from a stop control. Refer SSR 340 5a) (iii) and 5b) viii).**
- ii) **All letters must be the identical size to numbers on Race number boards – ten (10) minutes – Refer Art. 14 g)**

c) Fifteen Minutes

- i) **For leaving a decontrol ahead of time. Refer SSR 342 f) (vi).**
- ii) Any transgression of Art. 17 per occurrence – **fifteen (15) minutes** or Exclusion depending on severity – **Refer Art. 39 g) (xxv)**

d) 30 Minutes

- i) **Failure to wear a helmet or protective clothing whilst racing – Refer Art. 9 g) (vi)**
- ii) **For failing to refuel on an environmental mat – Refer Art. 17 a)**
- iii) **Deviating off the route i.e. turning inside double markers, turning inside marking stakes or bunting, being further than 20 metres away from a single marker. (1st offence): (30 minutes) – Refer Art. 28 d) and h)**

e) 60 Minutes

- i) **Failing to have a 2.5kg fire extinguisher available, located next to the vehicle being refuelled – Refer Art. 17 b)**
- ii) **Leaving the course to carry out repairs in the working area: - (60 minutes) – Refer Art. 24 f)**

iii) Missing one route check (**manned check point**) – Refer Art. 32 e)

f) **1 Lap Penalty**

Minimum of a 1 Lap penalty for a lost Route Check Card – Refer Art. 32 d)

g) Exclusion

- i) Receiving **spare parts** outside **the working area** – Refer Art. 24
- ii) Deviating off the route (2nd offence) – Refer Art. 28 d) and h)
- iii) For failing to carry out the instructions of an official.
- iv) Not riding at walking pace in the working area and riding in a dangerous manner in the working area – Refer Art. 24 f)
- v) Smoking while refuelling or working on the motorcycle – Refer to GCR 123 and Art. 22 o)
- 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 – Refer Art. 22 f)
- viii) Not stopping the engine and dismounting during replenishment – Refer Art. 22 g)
- ix) Carrying out any kind of welding work in the working area – Refer Art. 22 i)
- x) Using outside power – Refer Art. 23 b)
- xi) Accepting outside assistance – Refer Art. 24 j)
- xii) Being accompanied by a retired or non-competitor. – Refer Art. 24 d)
- xiii) Knowingly riding in the reverse of the route.
- xiv) Starting the race without 1 (one) litre of drinking fluid, medical board and a first aid kit – Refer Art. 21 c)
- xv) Altering a **route** card or using another rider's card – Refer Art. 32 c)
- xvi) A rider who misses a **manned** check point **more than once** – Refer Art. 32 e), **at the discretion of the Clerk of the Course.**
- xvii) Practicing on the course – Refer to Art. 37 ii)
- xviii) Engine capacity, frame or Engine Number not complying with that stated on the **self-scrutineering** form or change of engine or frame – Refer Art. 15 a)
- xix) For any false declaration on the self-scrutineering form – Refer Art. 15 a)
- xx) Not stopping and putting one foot on the ground at a road or railway crossing – Refer ART. 20 b) (iv)
- xxi) **A rider who arrives at a check point more than 60 minutes per lap slower than the fastest lap, will be excluded – Refer Art. 34 a).**
- xxii) Failure to hand in route cards at the end of the day, at the end of each lap or on retirement – Refer to Art. 32 b)
- xxiii) For failing to hand in a GPS for route download when so requested – Refer Art. 2 d)
- xxiv) Committing any breach of the General Competition Rules, these Standing Supplementary Regulations (SSR's), Supplementary Regulations (SR's), Official Bulletins or Final Instructions for which no specific penalties have been laid down
- xxv) **Competitor conduct and responsibility. Each competitor is responsible for the behaviour and conduct of every person associated with him/her at the race – Refer SSR 346 (i).**
- xxvi) Any act that is prejudicial to the environment, **depending on severity** – Refer to Art.17 and Art 39 c) (iii)

40. ACCEPTANCE OF OFFICIALS DECISIONS

- a) Every rider must accept all official measurements, distances and decisions, and authorises the organisers 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 organiser, 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.

41. REQUESTS FOR EXPLANATION

- a) Any request for explanations concerning the results of the day's run must be addressed in writing to the Clerk of the Course within the time prescribed by the SR's.
- b) Every competitor of an event has the right, on written request, to see any written or printed matter; records; time cards etc. pertaining to the event up until the protest time has elapsed. If a competitor requires this information in order to formulate a protest or appeal, the time limit for acceptance of protests must be extended until thirty (30) minutes after this information has been provided.

42. 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.

43. PRE-RACE PRACTISING

- a) Any competitor who has been found to have walked, ridden (any form of transportation) or practiced on the route at any time during the twenty-eight (28) days preceding the event, will be precluded from participation or subsequently excluded.
- b) The foregoing, however, does not apply to legitimate participation in an MSA sanctioned event, which may have crossed or used roads forming part of the event's course within the last twenty-eight (28) days.
- c) All **actions** /decisions in this respect will be adjudicated by the Clerk of the Course **of the upcoming National/Regional event.**
- d) Should a rider be requested to assist with the marking of the route, the penalty will not be enforced, provided this rider has completed two full days of route assistance, or at the discretion of the Clerk of the Course, as well as written permission from the Clerk of the Course and the Organisers will need to be submitted to MSA.

44. PRIZE GIVING

- a) 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.
- b) Prize giving would be held as soon as possible after the completion of the event, unless exceptional circumstances occurred, and the prize giving venue had to be at the venue where the event was held.

45. SOCIAL MEDIA CONDUCT

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

46. MARKETING RIGHTS

***No content generated at regional enduro events for marketing purposes by any business or marketing company will be permitted, without the prior approval of the organisers.
A marketing permit will be issued to any marketing company representing a national brand at a pre-determined cost by EnduroSA and ratified by the regional KZN committee.***