



2021

MSA National Standing Supplementary Regulations

Enduro Championship

Version 3

15 April 2021

Ref: 162397/157(g)

## REVIEW AND AMENDMENTS

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

## AMENDMENT RECORD

<b>Modified SSR / ART</b>	<b>Date applicable</b>	<b>Date of Publication</b>	<b>Clarifications</b>
<b>B1</b>	<b>Immediate</b>	<b>15/04/2021</b>	<b>Wording deleted</b>
<b>B2</b>	<b>Immediate</b>	<b>15/04/2021</b>	<b>Wording added &amp; amended</b>
<b>B3</b>	<b>Immediate</b>	<b>15/04/2021</b>	<b>Wording added &amp; amended, and table added</b>
<b>2 b), 9 b), 32 b), 36 a), 36 e), 39 c) (iii), 39 d) (iv), 39 g) (xv) &amp; 39 g) (xxii), 48 e), f &amp; g)</b>	<b>Immediate</b>	<b>15/04/2021</b>	<b>Wording added</b>
<b>12, 32 f), 39 e) (iii), 39 f), 39 g) (xv) &amp; 39 g) (xxii)</b>	<b>Immediate</b>	<b>15/04/2021</b>	<b>Wording amended</b>
<b>Addendum A</b>	<b>Immediate</b>	<b>15/04/2021</b>	<b>Section added</b>
B 2)	Immediate	28/02/2021	Wording added

**These SSR's are applicable to Junior Enduro, Hard Enduro, Extreme Enduro, Traditional Enduro and Enduro X. Regional and Club category specific regulations may not be in conflict with National SSR's.**

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

**Page 1 and 9: These SSR's will duplicate as the Regional SSR's. 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.**

Link for the 2021 GCR Regulations:

[https://eolstoragewe.blob.core.windows.net/wm-553616-cmsimages/2021MSAGCRs\\_CircuitSSRs\\_AppendixH.pdf](https://eolstoragewe.blob.core.windows.net/wm-553616-cmsimages/2021MSAGCRs_CircuitSSRs_AppendixH.pdf)

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## A. Introduction:

The National Enduro Championship for 2021 brings about new and exciting developments that will position the MSA National Enduro Championship held under the auspices of EnduroSA in alignment with global trends within the sport.

By focusing on and the incorporation of a National Extreme Enduro Championship as well as an overriding National Enduro Super Series (NESS) Challenge, we are aligning ourselves with the current trends that have shown major growth in the Enduro Facet worldwide. Different formats of Extreme Enduro have proved successful and we are determined to cater for this popular facet of Enduro in various formats.

With the successful Junior Enduro category we are focusing on a three National Championship for Junior Enduro competitors and are hoping to develop the Enduro stars of the future.

All these championships will fall under the auspices of EnduroSA and bound by these regulations and governed by an appointed group of experienced MSA officials to ensure that the standard of our sport can consistently achieve improvement and growth of our sport in the future.

## B. 2021 Championships:

### 1) 2021 SOUTH AFRICAN NATIONAL ENDURO CHAMPIONSHIP –

- Four (4) rounds of the Championship, with all to count
- Seven (7) National Championship Classes comprising of E1, E2, J2 Junior Pro, J1 High School, Junior, Seniors, Masters (minimum MSA National licence required)
- ~~A Junior Enduro Interprovincial Challenge (minimum MSA Regional licence required)~~
- Last round of the Championship will count for 2 points
- Selected Pro-rider training day for “all-comers” on the Sunday after **selected** National Championship – Courtesy of the Pro-riders, Manufacturers and EnduroSA

### 2) 2021 NATIONAL EXTREME ENDURO CHAMPIONSHIP

(Minimum MSA National licences required)

- Four (4) rounds of the Championship, with all to count
- National Extreme Enduro Championship can include a maximum of 1 Hard Enduro Format
- **Seven (7) National Championship classes comprising of E1, E2, J2 Junior Pro, J1 High School, Seniors, Masters (minimum MSA National licence required)**
- Competitors **have the option of choosing the following routes when they enter the event:** ~~to enter the event according to the following:~~
  - Gold
  - Silver
  - Bronze
  - Iron (If catered for at event)
- Competitors will be scored in their National Championship classes (E1, E2, J2 Junior Pro, J1 High School, Seniors, Masters) and an Extreme Enduro Overall Winner according to their finishing positions in the Gold, Silver, Bronze and Iron **routes classes.**
- ~~No Junior National Class (85cc classes and lower) at Extreme Enduro's, unless the Organiser / Promoter has provided a specific route for the Junior competitors.~~ **will be at the discretion of the Organisers / Promoters and Route Director.**
- The E1, E2, J2 Junior Pro, J1 High School, Seniors, Masters Championship classes results will be scored with Gold finishes placing higher than Silver Finishers and Silver finishers placing higher than Bronze finishers and Bronze finishers placing higher than Iron class finishers.
- Points will be allocated as per the National Enduro Championship
- Last round of the Challenge will count for **double points**
- Due to the Extreme Enduro events being in its infancy, various formats of Extreme Enduro may be considered by EnduroSA for each event as a format in consideration for the **2022** season.
- **Please refer to Addendum A for further clarification regarding this Championship**

### 3) 2021 NATIONAL ENDURO SUPER SERIES CHALLENGE (NESS 2021) –

**NON-CHAMPIONSHIP CHALLENGE (RANKING SYSTEM ONLY)**

**The EnduroSA National Enduro Super Series Challenge (NESS) is a new and exciting off-road motorcycle challenge for professionals and privateers alike, run by EnduroSA in association with various event organisers.**

**As a country wide multi-disciplined Enduro Championship, the EnduroSA National Enduro Super Series Challenge, known as the NESS series, unites the most unique, well-established and visible Enduro events. With both professional and privateer competitors**

**racing side-by-side, the series allows all Enduro competitors to compete on their preferred make and size of motorcycle against each other in the disciplines of Enduro and Extreme Enduro.**

**All events retain their unique spirit and regulations, and remain 100% independent, with a uniformed point system applying to all events. Combining various competitive Enduro formats, the NESS harnesses the true potential of Enduro sport, channels media and fan interest while also giving the wider motorcycle industry and event sponsors a larger communications platform.**

**Brief History - EnduroSA has a vision to form the most encompassing and true Enduro championship with the launch of the EnduroSA National Enduro Super Series in 2020 as a trial championship in 2020. Bringing together the disciplines of Enduro, Hard Enduro and Extreme Enduro EnduroSA will be able to develop an Enduro Rider Power Ranking whereby we can establish an official ranking of all Enduro competitors across different events. This unique series enables all competitors to compete in their national classes for a national class championship and gives them the added benefit of also competing in the NESS.**

**EnduroSA welcomes professional and privateer competitors alike with events catering to competitors of every level. A competitor entering a national class is also eligible to enter the NESS class at each Enduro and Extreme Enduro event as a registration into the NESS.**

- ~~Open to the E1, E2, Seniors, Masters, J2 Junior Pro, J1 High School and Junior National Classes.~~
- **Open to the E1, E2, Seniors, Masters, J2 Junior Pro and J1 High School competitors**
  - Combination of 4 X National Enduro Championship events and 4 X National Extreme Enduro Challenge events;
  - Total of eight (8) rounds with the seven (7) best rounds to count towards the Super Series Challenge;
  - A National Enduro leader board based on overall results at events will be used to develop an official Enduro ranking system for Senior and Junior classes. This is to establish who is the best ranked Enduro competitors in the country:

<b>1<sup>st</sup> – 1000</b>	<b>2<sup>nd</sup> – 850</b>	<b>3<sup>rd</sup> – 770</b>	<b>4<sup>th</sup> – 690</b>	<b>5<sup>th</sup> – 610</b>
<b>6<sup>th</sup> – 570</b>	<b>7<sup>th</sup> – 530</b>	<b>8<sup>th</sup> – 490</b>	<b>9<sup>th</sup> – 460</b>	<b>10<sup>th</sup> – 430</b>
<b>11<sup>th</sup> – 400</b>	<b>12<sup>th</sup> – 380</b>	<b>13<sup>th</sup> – 360</b>	<b>14<sup>th</sup> – 340</b>	<b>15<sup>th</sup> – 325</b>
<b>16<sup>th</sup> – 310</b>	<b>17<sup>th</sup> – 295</b>	<b>18<sup>th</sup> – 285</b>	<b>19<sup>th</sup> – 275</b>	<b>20<sup>th</sup> – 265</b>
<b>21<sup>st</sup> – 260</b>	<b>22<sup>nd</sup> – 255</b>	<b>23<sup>rd</sup> – 250</b>	<b>24<sup>th</sup> – 248</b>	<b>25<sup>th</sup> – 246</b>
<b>26<sup>th</sup> – 244</b>	<b>27<sup>th</sup> – 242</b>	<b>28<sup>th</sup> – 240</b>	<b>29<sup>th</sup> – 238</b>	<b>30<sup>th</sup> – 236</b>
<b>31<sup>st</sup> – 234</b>	<b>32<sup>nd</sup> – 232</b>	<b>33<sup>rd</sup> – 230</b>	<b>34<sup>th</sup> – 228</b>	<b>35<sup>th</sup> – points to continue to reduce by 2</b>

#### **C. MSA Appointed Officials for National Championship events:**

EnduroSA will appoint a nominated Clerk of the Course and Route Director for the duration of the 2021 racing season. A GPS Specialist needs to be appointed on an event basis. The costs associated with these appointments will be covered as follows:

- 1) Clerk of the Course: Fees, travel and accommodation – By EnduroSA
- 2) MSA Steward appointed by EnduroSA per event from the area in which the event is being held: Travel and accommodation – By EnduroSA
- 3) Route Director: Fees payable by EnduroSA as per the terms and conditions of the EnduroSA route director contract. The R200 per competitor fee included in the entry fee will be payable by the Event Organiser / Promoter to EnduroSA per event basis.
- 4) GPS Specialist: Fees, travel and accommodation – By the Event Organisers / Promoters.  
Please note that the GPS Specialist needs to be liaised with prior to the event, as he / she could also be contacted remotely and does not need to physically be present at the event.

The appointment of these officials by EnduroSA is to ensure that these officials are appointed separately from the Organisers / Promoters to ensure impartiality from the race Organisers / Promoters. Accountability of their responsibilities to EnduroSA is paramount to the successful running of each event.

#### **D. Route Director (Role and responsibility):**

- 1) The Route Director is part of the route marking team and needs to ensure they are familiar with the regulations, all logistics are planned and any concerns raised need to be communicated with EnduroSA.
- 2) The Route Director needs to spend at least two (2) full days inspecting and advising the Organisers

- / Promoters during the race week on the completed track and they need to be present on race day to carry out their duties.
- 3) To assist the Organisers / Promoters to set a race route that is in line with the description and mind-set of the racing format applicable on the day.
  - 4) To ensure route marking is of a high standard that is expected of a safe National Championship event and in line with the minimum prescribed standards of route marking, based on Art. 28, to his / her own experience and discretion.
  - 5) To provide the Organisers / Promoters a layout of the pit area and implement accordingly by latest Thursday afternoon prior to the event. The pit area to include the time keeping points, administration/race control and all marketing areas.
  - 6) To provide the Organisers / Promoters and COC with a fair estimation of expected lap times
  - 7) To provide the Organisers / Promoters with a master GPS track, inclusive of waypoints demarcating:
    - a) The race pits
    - b) All check points
    - c) All marshal points
    - d) All working areas
    - e) All road crossings
    - f) Dangerous areas where traditional marking is not possible
    - g) Any other point on the route deemed by the Route Director in his / her sole capacity to be warranted.
  - 8) This master route must be provided to the Organisers / Promoters prior to the official start of the event.
  - 9) Route Director has to ride the course on the morning of the race to double check that the course is in accordance with the information given to the COC.
  - 10) The Route Director needs to complete a Route Report by the Wednesday prior to the event in a video format.
  - 11) Organisers / Promoters will provide the dedicated services, hardware and software of an individual skilled and versed in the process of downloading GPS tracks for further potential assessment post the race, and prior to the presentation of final results. The Route Director will need to assist the GPS specialist with any queries that may arise in the analysis of competitors GPS's.

#### 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 National entries will be carried out the day before the start of the event.
  - c) Competitors unable to make documentation on the day before the event are required to make an arrangement with the Event Secretary to register on the day of the event.
  - d) The purpose of these competitions is to test the reliability of the motorcycles and the skill of the participating competitors who must cover the entire distance under the prescribed conditions. These conditions will be published in the riders' briefing.
2. COURSE
  - a) In order to cater for all the competitor's needs, we believe there has to be a clear distinction between the different facets of our sport at Club, Regional and National level in order to eliminate the confusion that could exist i.e. a competitor enters an Extreme Enduro and finds not technical enough and is an Enduro, and vice versa. The proposed Championship for 2021 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
<b>ROUTE TERRAIN</b>	An ideal course will be set in a closed environment, on agricultural, timber or sugar cane farmlands or bush and veld areas, utilising 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 Enduro course will follow the same route as the seniors without the technical sections and equivalent to the clubman's route. It will be technically more challenging route than any other junior events which could require the competitor to dismount at certain obstacles and be strong enough to pick their bikes up themselves. A chaperone is not allowed so the competitor and parent must be sure that they are 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 at Regional and National events will need to be approved by 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 competitors 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).  ISDE type flowing routes with minimal extreme riding terrain is preferred.	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 competitors 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 120km (for Gold Class), over unseen extreme routes and shall be run during daylight, and in some events at night. Short Extreme Enduro course format with max 30km lap. Different formats are allowed such as an Erzberg model or a knockout competition system.  Organiser / Clerk of the Course will decide upon the duration to be ridden by the Gold class.  Silver, Bronze and Iron class competitors will generally compete over a reduced distance relevant to the Gold class.  The route shall be provided as a downloadable GPS Route.
<b>EVENT EXAMPLE</b>	Sprint: KZN Racing / GXCC Marathon : Cape Off Road		ISDE type routes / Traditional South African Enduro	IMPI / Roof of Africa	Erzberg/ British Extreme championship / Umzumbe Extreme
<b>RIDING TIME (MIN)</b>	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 – there will be a time bar in place for the safety of all competitors whereby any competitor 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 competitor (Route Director makes this estimation)  Sighting lap for E1 and E2 riders is to take place before the 4 hours racing requirements	Multi Day Event	One Day Event with short course format taking the winner of gold class between 2 – 3 hours.  The level of extreme for the Gold class needs to be of a high level with a low finisher rate (60% of gold will not finish).  Technicality over distance is the preferred option
<b>DISTANCE (MIN)</b>	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 decision of the Clerk of the Course is final. The 2-hour race time is calculated from the start time of the first competitor, but may be changed at the discretion of the COC.	100km  Excluding sighting lap for E1 and E2 classes	300km - may include a Time Trial	120km
<b>AVERAGE SPEED: (Winner / Leader)</b>	40-50km/h	The average speed on an Enduro would be 15-20 km/h for the average junior competitor.	20kmh – 25km/h	Below 25km/h	Below 20km/h

- Anywhere a vehicle can go is deemed to be a public road. Competitors are urged to consider that they are on such public roads and to exercise caution whilst traversing them. Whilst the Organisers / Promoters 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.
- For National Enduro events - All competitors **in E1, E2, Seniors, Masters, J2 Junior Pro and J1 High School classes** will be deemed as finishers provided they have completed at least 66% of the required number of laps applicable to that competitor'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). **Where applicable the 66% converted into laps may need to be rounded up to get to 66%).**
- All WOW, Clubman's, Junior 85cc and 65cc classes competitors need to complete one lap to be a finisher. They would need to fill in their Event Evaluation report and report to the COC at the end of this lap if they finish their lap before the chequered flag is out and don't wish to continue.**
- For Extreme Enduro and Hard Enduro events competitors need to complete the relevant Gold, Silver, Bronze or Iron class



routes requirements to be classified as a finisher.

- Extreme Enduro events can be in different formats that need to be pre-approved by EnduroSA. Short Course, Erzberg, Romaniacs, British Extreme Championship and Knockout formats are encouraged.
- If a competitor is forced to stop racing by the officials on the day due to the enforcement of a time bar (in force for safety reasons), and not as a consequence of the competitors or his / her machine inability to finish the race, then that competitor will be awarded half points towards his / her Championship for that race - Refer Art. 8 d)
- Junior competitors - There will be a time bar on each lap of the race in the interests of safety to competitors and Organisers / Promoters. These time bars will be manned, and junior competitors will be ushered back to the pit area if the COC deems them not to have met the time bar.

- c) Organisers / Promoters are to aim for a minimum of 65% finish rate in the National 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 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 must supply cabling so that Organisers / Promoters 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 / Promoters 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 / Promoters will download at least five (5) units per event, at random, directly after the competitors complete the event, and any other should there be a query.
- g) Enduro events will be a start to finish (flag to flag) event, with timed laps. The winner will be the competitor that completes the required distance in the shortest time. There will be a decontrol of ten (10) minutes halfway through the event.
- 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 EnduroSA, 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 / Promoters 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 has been shortened to four (4) hours, a compulsory sighting lap 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 / Promoters 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 competitor taking longer to complete his sighting lap than is allocated in regularity time, then that competitor will incur the time that he / she is late for his / her official start time as penalty time, and this will be added to his / her race time post the completion of the race. In this event, the competitor 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 / she push his / her way through the pack of competitors 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 / ONLINE ENTRY

- a) The entry form / online entry 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 competitor's name at event documentation – Refer to GCR113 (xv).

### 5. JURISDICTION

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

### 6. AWARDS

- a) 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 National and Interprovincial Challenge Classes. Trophies will be awarded to competitors placing from 1<sup>st</sup> to 3<sup>rd</sup> in each class.
- b) Special Awards should include:
  - i) First Female Competitor (Only if there are more than 3 entries)
  - ii) First Club member of the organising Club
  - iii) 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.

### 7. CALCULATION OF THE RESULTS FOR THE CHAMPIONSHIPS

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

1 <sup>st</sup> – 25	2 <sup>nd</sup> – 22	3 <sup>rd</sup> – 20	4 <sup>th</sup> – 18	5 <sup>th</sup> – 16
6 <sup>th</sup> – 15	7 <sup>th</sup> – 14	8 <sup>th</sup> – 13	9 <sup>th</sup> – 12	10 <sup>th</sup> – 11
11 <sup>th</sup> – 10	12 <sup>th</sup> – 9	13 <sup>th</sup> – 8	14 <sup>th</sup> – 7	15 <sup>th</sup> – 6
16 <sup>th</sup> – 5	17 <sup>th</sup> – 4	18 <sup>th</sup> – 3	19 <sup>th</sup> – 2	20 <sup>th</sup> – 1

- 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 competitor 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 competitor 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 National class at an event.
- e) Junior competitors will not be able to downgrade to a lower class. Competitors will only be able to progress upwards through the system and will not be able to change to a lower capacity class from year to year. i.e. Competitors have to progress from the 85cc through to the J1 class, through to the J2 class, and then onto the Senior classes.

In order for the system to be successful, competitors who entered the E1 class (from the 2020 season) will not be able to enter the J2 or J1 classes, thus limiting competitors to only progress upwards through the system to the senior ranks. Junior riders cannot progress from the 85cc class through to J2 class without riding in the J1 class for at least a year.

- f) 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.

- g) Separation of ties

In case of ties in the results at the end of the day, the competitors concerned will each receive the points to be awarded for this place, and the next classified competitor will receive the points according to his / her position.

In the case of a tie at the end of the season, the competitor with the greatest number of class wins will be declared the winner. If this does not resolve the tie, then the greatest number of second positions will count, failing which third positions and so forth. If this is still ineffective EnduroSA 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 competitors have completed at least half the total distance, the event will be deemed null and void.
- b) If any event is stopped at a later stage the Clerk of the Course, in conjunction with the Stewards of the Meeting shall decide whether the event is null and void or declare such result and awards as they consider justified according to the circumstances. The Clerk of the Course has the right not to score any section of the event, as he / she deems fit.
- c) To be classified as a finisher of an event a competitor must complete the full distance as specified for his / her class. If a competitor is, during the course of his / her race, 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 competitor 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 competitor 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 competitors or his / her machines inability to finish the race, then that competitor will be awarded half points towards his / her Championship for that race, provided that the competitor has completed a minimum of 66% of the total prescribed race distance for his / her class.

## 9. ENTRIES

- a) Maximum permitted entry fee of R1400.00 inclusive of all costs for full National classes per event. This entry fee includes all levies.
- b) Entry fee for Junior **(National Junior Enduro and Junior Interprovincial Challenge 65cc)** and Regional classes will be a maximum of R800.00.
- c) For all events, an additional late entry fee of R200 will be charged.
- d) Late entries must be posted on the official online/electronic 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 Challenge Class – R55.00 per competitor
  - iii) Regional Class – R55.00 per competitor
  - iv) Club Class – R55.00 per competitor
  - v) Organisers / Promoters who host at least one National Championship event will pay trust levies according to f) (i – v) above
  - vi) Organisers / Promoters who do not host a National Championship event during the course of the year will be required to pay trust levies of R70 per competitor
  - vii) The above levies are over and above the MSA levies and are to be included in the entry fee payable for all Enduro events.

## g) ELIGIBILITY OF COMPETITORS

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

- i) All competitors must hold a valid MSA competition license for Cross Country Mcycles & Quads / Enduro. This license must be emailed to the

- event secretary with the entry form / online entry.
- ii) Entrants (registered and official race teams) must be licensed.
  - iii) All competitors must have completed properly submitted entry forms / online entry.
  - 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 competitor from racing if at his / her sole discretion, the competitors 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) All competitors 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 competitor.
  - vii) Be fitted with folding foot pegs.
  - viii) Competitors' attention is drawn to GCR246 with reference to advertising on the motorcycle.
  - ix) Motorcycles must Comply with the following articles of the FIM Technical Rule for General and Enduro Section: *01.31 EXHAUST PIPES / 01.79 SOUND CONTROL*. These articles can be accessed on the FIM website - [http://www.fim-live.com/en/library/download/73533/no\\_cache/1/](http://www.fim-live.com/en/library/download/73533/no_cache/1/)  
The maximum allowed decibel reading is 112 dB/A measured with the "2 metre max" method for motorcycles.

#### 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 Organiser / Promoter is also entitled to set a limit to the number of entries to be accepted and that number must be published in the SR's.
- c) If too many entries are received, the method used by the Organiser / Promoter to select the entries will be stipulated in the SR's.
- d) Priority must be given to competitors, who have, up to the closing date for entries, obtained points in previous Championship events during the current season, and competitors who were placed among the first six in their class in the Championship of

the previous year.

# 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 Organiser / Promoter it must be accompanied by the entry fee.
- d) The Organisers / Promoters 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 competitors 18 <sup>th</sup> birthday and older	2-stroke over 201cc and 4-stroke over 251cc	
E1	From the year of the competitors 16 <sup>th</sup> birthday and older	2-stroke from 125cc – 200cc and 4-stroke from 150cc – 250cc	
J2 Junior Pro	From the year of the competitors 15 <sup>th</sup> birthday, to 31 <sup>st</sup> December of the year in which their 21 <sup>st</sup> birthday occurs.	Maximum permissible capacity is 200 cc 2-stroke and 250cc 4-stroke	The organisers shall decide on a shorter distance, which will be as close to 75% of the full National class distance, as practically possible.
J1 High School	From the year of the competitors 14 <sup>th</sup> birthday, to 31 <sup>st</sup> December of the year in which their 18 <sup>th</sup> birthday occurs.	The maximum permissible capacity is 125cc 2-Stroke	
Seniors	From the year of the competitors 36 <sup>th</sup> birthday and older	Unlimited	
Masters	From the year of the competitors 46 <sup>th</sup> birthday and older	Unlimited	The organisers shall decide on a shorter distance, which will be a minimum of 50% (or a maximum of 2 racing laps) of the full National class distance.
Senior 85cc	From the year of the competitors 13 <sup>th</sup> birthday, to 31 <sup>st</sup> December of the year in which their 15 <sup>th</sup> birthday occurs.	The maximum permissible capacity is 85cc 2-stroke cooled. (Minimum wheel size 14" rear 17" front, Maximum 16" rear and 19" front).	Combined National Junior Enduro National Championship Class
Junior 85cc	From the year of the competitors 8 <sup>th</sup> birthday, to 31 <sup>st</sup> December of the year in which their 13 <sup>th</sup> birthday occurs.	The maximum permissible capacity is 85cc 2-stroke cooled. (Minimum wheel size <b>12" rear 14" front 14" rear 17" front</b> , Maximum 16" rear and 19" front).	
Junior 65cc	From the year of the competitors 7 <sup>th</sup> birthday, to 31 <sup>st</sup> December of the year in which their 12 <sup>th</sup> birthday occurs.	The maximum permissible capacity is 65cc 2-stroke or 85cc auto or 110cc 4- stroke (Minimum and maximum wheel size 12" rear 14" front).	Junior Enduro Interprovincial Challenge Class
GOLD Class	From the year of the competitors 16 <sup>th</sup> birthday and older	As per above	For Hard Enduro and extreme classifications
SILVER Class	From the year of the competitors 16 <sup>th</sup> birthday and older	As per above	For Hard Enduro and extreme classifications
BRONZE Class	From the year of the competitors 16 <sup>th</sup> birthday and older	As per above	For Hard Enduro and extreme classifications
IRON Class	From the year of the competitors 16 <sup>th</sup> birthday and older	As per above	For Hard Enduro and extreme classifications

## a) WOW Class / Competitors:

- The WOW Class is only used for new / returning competitors to assess their skill / riding ability in the facet, and then move to a more competitive class.
- 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 2021, and only via the MSA online licensing system ([www.msaonline.co.za](http://www.msaonline.co.za)).
- All competitors 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 the

Course (COC) at the event and forwarded to the competitor's club secretary to keep on record. This is to ensure that each competitor has been observed over the three (3) events, and has been granted permission to upgrade to a higher status licence.

- Once three (3) WOW one event licences have been purchased and signed off by the COC during 2021, 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;
    - new competitors that have not held any licence with MSA in the last four (4) years, will be issued with an annual club licence at no cost;
    - competitors that have held licences with MSA in the last four (4) years, will at their own cost, pay the difference between the three (3) WOW one event licences and the club licence. The competitors will need to liaise with MSA to assist with the upgrade process.
  - 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 finishers medal if same is offered by the Organisers / Promoters 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.
  - Competitors that have upgraded from WOW licence to a club licence, have the choice to still compete in the WOW Class, or move to the relevant club class suitable for the competitors age and engine capacity, and for the remainder of the year only.
  - 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.
  - WOW competitors shall complete a shorter race distance than the full National class distance, at the discretion of the Organisers / Promoters in consultation with the Clerk of the Course.
  - No WOW or Club competitor would be permitted to compete on an Extreme section of a National event. The Organiser / Promoter must find an alternative route around any extreme section that would take a competitor longer time than the extreme section. Should a WOW competitor want to compete on this section, the relevant National 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 competitors are to give way to any Senior competitors trying to pass them.
- d) In the event of a two-day event, the points allocated will be 2 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 competitor 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 / Promoters 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

- a) To declare a South African National Enduro Champion and in each of the seven (7) classes (E1, E2, J2 Junior Pro, J1 High School, Junior, Seniors and Masters).
- b) To declare a South African National Extreme Enduro Champion in each seven (7) classes (Overall, E1, E2, J2 Junior Pro, J1 High School, Seniors and Masters).
- c) For a National Championship to be declared, there must be an average of six (6) starters per National class in each round of the National Championship.
- d) To declare the South African National Enduro Manufacturers Champion.
- e) If a given class in any given round does not meet this qualification, then that class cannot contribute towards the Manufacturers Championship, nor towards the Manufacturers award for that day. This requirement needs to be achieved at not less than 75% of the events run.
- f) To declare a Junior Enduro Interprovincial Challenge winner.
- g) For an Interprovincial Challenge to be declared, there must be an average of six (6) starters calculated over the total number of rounds in the Challenge.
- h) All entries must appear on the result sheets.
- i) DNF and DNS's need to be clearly indicated on the Clerk of Course signed result sheets.

14.

#### COMPETITOR NUMBERS

- a) E numbers will be allocated to the top 20 competitors in order of points scored (E1 – E20), based on their overall result from the preceding National Enduro Championship season. Non prefixed number will be allocated to the top 20 competitors 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 (Jnr 50cc / Jnr 65cc / Jnr 85cc & Snr 85cc)  
J101 – J500
  - iii) Club Numbers:  
C1 – C999 (Will be reserved for Enduro and Cross Country Motorcycle and Quad Club competitors)
  - iv) WOW Numbers:  
W1 – W999 (WOW competitors – only valid for 3 events)
- c) Race numbers can only be reserved once a 2021 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](mailto: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>Licence</u>	<u>Number Colour</u>	<u>Background Colour</u>
Class Leader	Nat	White	Red (per event)
E1	Nat	White	Green
E2	Nat	White	Black
Seniors	Nat	Red	White
Masters	Nat	White	Royal Blue
J2 Junior Pro	Nat	Black	White
J1 High School	Nat	Royal Blue	White
Senior 85cc	Nat	White	Royal Blue
Junior 85cc	Nat	White	Orange
Junior 65cc	Reg	White	Black
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 competitor 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 competitor/s concerned shall be required to display a temporary letter “E” (competitors competing in an Enduro on Cross Country number colours and backgrounds) or a letter “X” (competitors 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 competitor. This form will be completed and emailed to the event secretary prior to the start of the event. Random scrutineering may be carried out before, during and after the event to test the accuracy of the information as per the scrutineering form – Refer Art. 39 g) (xviii) 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) A scrutineering procedure will take place before the start of the race whereby the COC through a random selection process will call competitors to a specific point, whereby scrutineering will take place by the COC assisted by his / her officials on the day.
- d) Fuel Control: Only pump fuel available from a petrol station may be used.
- e) Competitor's first aid kits and medical boards may be checked at random.
- f) 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 refueled – 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 / Promoters are required to issue refuse bags to competitors
- f) Any act that is prejudicial to the environment by the competitor or his / her crew will be subject to penalty or exclusion by the COC after a hearing – Refer to Art. 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 / Promoters 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) Competitors are to be started two at a time on the same minute, up to a maximum of six competitors, and where events allow a mass start, can be used.
- c) E1, E2 competitors will be started side by side, followed by Seniors, J2 Junior Pro, J1 High School, Masters, Clubmans, 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, regardless of class.
- e) Time Trial start time for each competitor will be as published in the start order document by the Organisers / Promoters. 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 competitor 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) Organisers / Promoters hosting Enduro events can request from EnduroSA 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 / Promoter that orchestrates an event that makes use of public roads without adherence to all the terms of this ART. shall be subject to the severest sanction by MSA. The balance of this ART. shall be rigidly enforced at all levels of racing. Where written permissions are requested they will in all respects comply with Section 317 of the road traffic regulations which is stated hereunder: "Racing and Sport on Public Roads" Section 317

- 1) For the purposes of this regulation the expression "race or sport" includes –
  - a) any race, speed trial, reliability trial, hill climbing competition or sports meeting;
  - b) any other activity whatsoever;
    - i) which may constitute a source of danger to traffic; or
    - ii) which may hamper, impede or disrupt the normal flow of traffic.
- 2) No person shall organise or take part in any race or sport on a public road, unless the prior written consent of the MEC of the province concerned has been obtained or, where the race or sport will take place wholly within the area of jurisdiction of a local authority, the prior written consent of such local authority has been obtained.
- 3) In granting consent in terms of sub regulation (2), the MEC or the local authority concerned, as the case may be, may –
  - a) in addition to any requirement prescribed in these regulations, impose such further conditions as he or she or it may deem expedient;
  - b) exempt any person concerned with the race or sport for the duration thereof–
    - i) from any provision of the Act regarding any speed limit or determine another speed limit for the road concerned;
    - ii) from any other provision of the Act or from any by-law;
  - c) levy fees for defraying the expenses incurred by the Provincial Administration or local authority concerned in connection with the race or sport.
- 4) Any consent granted in terms of sub regulation (2) may be withdrawn at any time.
- 5) A traffic officer responsible for the safety of the public in the area where the racing or sporting event is staged or a traffic officer at the scene of the event, may immediately withdraw the permission for the event or amend the conditions of the permit to ensure the safety of road user, if the staging or continuation of the event, in the traffic officer's opinion, is causing or will cause any danger or undue obstructions for other road users or any of the participants in the event.

**WHERE THE ROUTE OF AN EVENT:**

- a) Runs along a Public Road;
  - i) A written application for closure must be lodged with the relevant authorities, such application to disclose the nature and extent of the closure, that unlicensed vehicles will traverse such roads, and the times of the closures AND WHICH APPLICATION MUST BE IN FULL COMPLIANCE OF THE ROAD TRAFFIC ACT AND REGULATIONS.
  - ii) That road must be closed with the appropriate written permission from the relevant authorities and manned by police officials and race marshals or as directed by the authority granting closure permission.
  - iii) Where the route crosses a road or railway line, a danger board with a black exclamation within a red triangle is placed 100m before the road or rail crossing, followed by a board with a black cross on a white background is erected 50m before the road or railway line. A stop sign is erected at the edge of the road or railway line and must be visible to competitors allowing sufficient space to stop. It is compulsory to stop at this intersection. Competitors must ascertain whether it is safe to cross the road or railway line before proceeding. At least one foot needs to be placed on the ground when the competitor comes to a standstill. The foot and bike must be stationary and no dragging is allowed. Non-compliance will incur a penalty – Refer 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 **online/electronic** notice board at all times during the event and preferably in any programme or route map of the event.
  - viii) Competitors must be fully briefed on the number, distance and frequency of decontrolled public road sections at rider's briefing.
  - ix) No Organiser / Promoter or any official may orchestrate events which traverse public roads without closure, permissions, decontrols, notices, briefings or marshals or compliance with granted permission from the authority.
  - x) Notwithstanding anything contained within any other regulation or rule, no racing on public roads is allowed or permitted irrespective of the status of the event. No organising club, promoter, official or competitor may orchestrate, organise or participate in any event where public roads will be travelled upon, traversed or crossed without having sought and obtained the appropriate written permissions as required in the Road Traffic Act 93/1996. Furthermore, if and when competition vehicles are required to travel on, traverse or cross any public road, such public road must be decontrolled and all the relevant provisions of the National Road Traffic Act must be fully complied with. Organisers / Promoters must ensure that sufficient officials are in attendance to both monitor and control the conduct of competitors on public roads. The penalty applicable to any Organiser / Promoter, club or competitor who fails to comply with either the provisions of the Road Traffic Act insofar as the requisite permissions required are concerned or for a breach of the Road Traffic Act, will be the imposition of a fine in the amount of R10, 000 and/or any other sanction deemed necessary by MSA.

- b) Crosses but does not run along a Public Road
  - i) Appropriate written permissions must be sought and obtained from the relevant authority and Organisers / Promoters must comply with the conditions of permissions granted.
  - ii) Stop warning boards advising of the crossing must be posted fifty (50) metres before the crossing and a Stop board immediately before the crossing.
  - iii) Competent marshals must be posted at such road crossings and must be in possession of a writing pad, pen or pencil to record the 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 / Promoter 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 competitor is due to start.
- b) A competitor's start time will commence even if the competitor has not started or is late.
- c) Any competitor 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 is from a line with the machine stationary and engine running.

Finish:

- a) Once the leading competitor has crossed the finish line and received the chequered flag, the race will be deemed as finished.
- b) All competitors 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) Competitors 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 competitor's class entered, will be deemed as finishers.
- d) 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 competitor may receive food and drink at any point on the race track, 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 competitor to place his / her machine inside any enclosure (tent, van or similar) any time during the event for the purpose of replenishment or any other reason, except when authorised to do so by the Clerk of the Course.
- 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 g) (vii).
- g) The engine must be stopped and the competitor must dismount during replenishment. The penalty for not stopping the engine and dismounting is exclusion – Refer Art. 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 / Promoters shall have at least four (4) x 2.5kg extinguishers set out in the working/refuel area. Fire strikers with an equivalent capacity may also be used.
- 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 competitor 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 own engine power, the physical efforts of its competitor, or some natural cause, or with the assistance of another competing competitor, provided that such competitor is still competing in the race.
- b) Any motorcycle that is towed by another competitor across the finish line will not be classified as a finisher. 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 competitor or an official performing his / her duties, comes into contact with the motorcycle.
- c) Outside assistance may be given by another competitor who is still racing and eligible to be classified as a finisher.
- d) Competitors who have retired or crossed the finishing line may not render assistance – Refer Art. 39 g) (xii).
- e) Outside assistance by a spectator, marshal or any person is strictly prohibited at extreme events, in particular very difficult sections.
- f) Outside assistance from any other outside source is prohibited except in the working areas.
- g) Should a competitor, together with his / her machine, need to leave the course and return to the working area to carry out repairs, the competitor must re-join the course at the point where they left the course. 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 competitor 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)
- h) Carrying of fuel on to the course is strictly forbidden.
- i) Service crews and/or service vehicles are not permitted on the racing route other than at working areas, and may not render assistance in any form whatsoever, except at these areas.
- j) Service crews may not establish “spares depots” or leave spares, tyres, fuel, lubricants etc. at any point other than the working areas whether on the route or accessible from the route.
- k) The penalty for receiving outside assistance is exclusion – Refer Art. 39 g) (xi).
- l) 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, 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 competitor will incur a penalty.
- b) USE OF MEDICAL WARNING BOARD AND ACCIDENT SCENE PROCEDURE
  - i) Should any competitor stop due to being involved in an accident whilst on the route being used for an event, the medical 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 / Promoters are required to hold a riders' briefing, either in the pit area or virtually via social media or the official online/electronic notice board.

b)

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

i)

Distance of route

ii)

Number and nature of check/marshal points

iii)

Time bars

iv)

Route description

v)

Number and nature of road crossings

vi)

Start time and order

- vii) Affirmation of rules and what officials will be on lookout for on the day
- viii) Unique circumstances that may affect the race on the day (weather, etc.)
- ix) Any other points that official feel warranted
- x) Event sponsors to be thanked

## 27. EVENT EVALUATION FORMS

- a) All competitors are required to hand in an Event Evaluation Form, on which competitors must clearly mark their completion or retirement from the event.
- b) These forms must be handed in within one (1) hour of the competitor finishing or retiring from the event.
- c) The fine for not handing in a fully completed Event Evaluation form is R250.
- d) Any competitor that is involved in or witnesses an incident that requires attention by the officials, is required to lodge the incident in writing to the Clerk of the Course within thirty (30) minutes of completing or retiring from the event.

## 28. ROUTE MARKING

- a) The official route may not be left for any reason.
- b) In those cases where the competitors must follow a very definite route, (i.e. on grassland, rough terrain, footpaths, etc.), the Organisers / Promoters must indicate the route precisely and very clearly.
- c) The following will be minimum acceptable route marking requirements.
  - i) Route marking must be red or orange "Day-Glo" and;
  - ii) must have a minimum visible area of 100 square centimetres. No other colours are permitted.
  - iii) Route markers may take the form of arrows or flaglets.
  - iv) No route marker to be more than 1,5 metres above ground level.
  - v) Where the route is not obvious, for example, through open bush area, forest, etc. where no obvious paths exist each succeeding route marker must be clearly visible from the preceding one by a competitor seated on his / her machine.
  - vi) On obvious routes, for example paths, roads, etc. the markers will be placed no more than 500 metres apart, irrespective of the clarity of the route.
  - vii) Green markers indicate NO GO areas / routes / paths.
  - viii) If a competitor comes across green markers, that competitor must assume he / she has taken a wrong turn and is no longer on the planned race route.
  - ix) Neither the red or orange nor the green markers are to have anything printed on them such as sponsors logo's etc. Unless written permission is obtained from EnduroSA.
- 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 competitor 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) 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) Competitors must conform to the traffic regulations in force in each locality crossed during the competition.
- b) Any competitor found guilty of an offence against such regulation may, after enquiry, be excluded.

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 competitors 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 must be procured through a tender system, which will 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 on the EnduroSA 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. Competitors will be responsible for getting their cards marked / stamped at all the route checks.
- b) All check cards are to be checked by the competitor at each checkpoint, and it's the competitor's responsibility to ensure that the check card marker is clearly visible with the naked eye on the check card. Refer Art. 39 e) (iv)**
- c) Route check cards must be handed in at the end of the day or at the end of each lap, or on retirement, failure to do so will result in the competitor being awarded a penalty – Refer to Art. 39 g) (xxii)
- d) Any competitor who fails to get his / her route check card marked / stamped at a check point with the intention to deceive the Organisers / Promoters by altering or obliterating any entry on his / her check card, or using another competitor's check card, will be excluded – Refer Art. 39 g) (xv).
- e) Any competitor who accidentally loses his / her route check card must obtain another from the official in charge of the main time control. This new card must be used at that checkpoint and at all the following checks – Refer Art. 39 f)
- f) A competitor who misses a manned 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. Competitors will be penalised a minimum of 15 minutes for the first Checkpoint missed – Refer Art. 39 c) (iii). Competitors missing a second Checkpoint will be penalised a minimum of 30 minutes – Refer Art. 39 d) (iv). Competitors missing 3 or more Checkpoints will be penalised a minimum of 1 hour – Refer Art. 39 e) (iii).**

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 competitors.

34. TIME LIMIT

- a) A competitor who arrives at a check point more than sixty (60) minutes per lap slower than the fastest lap, will be excluded – Refer Art. 39 g) (xxi).
- b) However, the competitor 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 competitor can convince the COC that he was delayed by abnormal circumstances outside his / her control, such as a delay occasioned because he had to stop to render first aid in the case of a serious accident, an allowance may be granted.
- b) Neither alleged balking caused by another competitor cannot be accepted as an abnormal circumstance.

36. ROUTE CHECKS

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

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 competitor 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 g) (xvii).
- iii) The competitor must cross the finish with a flying finish and stop at the stop control, which will be situated at least twenty (20) metres after the finish line and will be clearly sign posted.
- iv) The Start / Finish area should have a design of timed in and recorded out of pit lane, with a standard format to allow for decontrol, flying finish and parc ferme, to allow Organisers / Promoters, time keepers and officials to work efficiently together.
- v) Competitors may not stop between the finish line and the twenty (20) metres leading up to the stop sign / line.
- vi) Organisers / Promoters 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 competitor 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 competitor to reclaim his / her GPS unit(s) from the race officials once the download is complete, and only after the impound area has been officially opened.

- e) Organisers / Promoters are required to institute a functional system of recording and naming ownership of impounded GPS's.

### 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) (xxvi)
  - iii) Minimum of 15 minutes for the first Checkpoint missed – Refer Art. 32 f)**
- 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)
  - iv) Minimum of 30 minutes for the second Checkpoint missed – Refer Art. 32 f)**
- 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 g)
  - ~~iii) Missing one route check (manned check point) – Refer Art. 32 e)~~ **Minimum of 1-hour penalty for more than three Checkpoints missed – Refer Art. 32 f)**
- f) 1 Lap Penalty
- Minimum of a 1 Lap penalty for a lost Route Check Card – Refer Art. 32 **e 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 or dangerous riding in the working area – Refer Art. 24 g)
  - 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 / Promoters, 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 k)

- 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 **check** card or using another competitor's **route check** card – Refer Art. 32 **d e**)
- xvi) A competitor 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) and Art. 43 a)
- 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 competitor 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 **check** cards at the end of the day, at the end of each lap or on retirement – Refer to Art. 32 **c 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 (GCR's), these Standing Supplementary Regulations (SSR's), Supplementary Regulations (SR's), Official Bulletins or Final Instructions for which no specific penalties have been laid down
- 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 competitor must accept all official measurements, distances and decisions, and authorises the Organisers / Promoters 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 competitor also consents not to publish any advertising concerning the results until the official results have been issued by the Organiser / Promoters, 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 race day results should be published as soon as possible; however, the intended posting time of provisional results will be published in the Supplementary Regulations (SR's).

#### 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 – Refer Art. 39 g) (xvii).
- 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.
- e) All actions / decisions in this respect will be adjudicated by the Clerk of the Course of the upcoming National event.
- d) Should a competitor be requested to assist with the marking of the route, the penalty will not be enforced, provided this competitor has completed two full days of route

assistance, however written permission from the Clerk of the Course and the Organisers / Promoters will need to be submitted to MSA prior to the event.

44. PRIZE GIVING

- a) Unless a written excuse handed to the event secretary, 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 at 17:00 after the event, unless exceptional circumstances occurred, and the prize giving venue had to be at the venue where the event was held.

45. ORGANISATIONAL REQUIREMENTS FOR NATIONAL CHAMPIONSHIP EVENTS

- a) The following must be complied with or services / facilities to be provided by Organisers / Promoters, and failure to comply will result in loss of permit.
- b) R15 000 fine to any club / organiser / promoter who is allocated a National event but does not stage the race, save only due to force majeure. This fine will be forwarded to the Organisers / Promoters of the replacement event or used at EnduroSA's discretion should a replacement event not be found.
- c) Each National event shall be pre-run and the proposed deemed safe and in line with the purpose of the National Championship by the appointed Route Director. This pre-run must be done, at the latest, on the day before the event, after all route marking has been done. A comprehensive report is to be written and read at riders briefing, as well as posted on the official online / electronic notice board before documentation starts on the Friday. This report will contain information on route marking, safety marking, accuracy of published distances on regularities, including the Route Directors opinion on achievability of lap regularity times for the National Pro competitors.
- d) In an event where there is more than one loop and these loops are to be run in a sequence, Organisers / Promoters are required to have stickers made for competitors, showing the correct sequence of loops and to indicate this at the riders briefing, however the onus is entirely on the competitor to follow the correct sequence and to get clarity in their minds beforehand.
- e) Draft regulations to be submitted to MSA by the Organisers / Promoters at least eight (8) weeks prior to the event and, having, been approved, must be distributed to the prospective entrants at least six (6) weeks prior to the event.
- f) A Programme for the event must be produced and one copy placed on the official online/electronic 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.
- g) A website which must give the following information:
  - i) Supplementary Regulations (SR's)
  - ii) Official Bulletins and route schedule
  - iii) Entry list (regularly updated)
  - iv) Self-Scrutineering Form
  - v) On-line Entry Page
  - vi) Accommodation Details
  - vii) Results (latest Monday after the event, but preferably on a daily basis)
- h) Main start/finish DSP areas at National events must have catering facilities.
- i) Timekeepers shall produce at least two (2) copies of provisional results and Organisers / Promoters are to post multiple copies in a well-lit area in order to avoid congestion as they are posted. It is a requirement for all relevant officials to be visibly present (clearly identified with signage) at the time of provisional and final result posting to ensure that any queries can speedily and efficiently resolve. A suitable private venue needs to be set aside for the hearing of protests, with secretarial services such as computers, printers and copiers to be provided at this venue.
- j) Trophies must be of a high standard befitting the status of a National event. Finishers Badges should be metal or glass of high quality and must state the name of the event and the month and year. Cloth badges or trinkets are not acceptable.
- k) A suitable P.A. system must be supplied both for briefings (if held in the pit area) and prize giving. The MC who will be coordinating the prize giving must be instructed to mention all award winners, sponsors and make of motorcycle.
- l) Competitors are to be provided with suitable reserved pit areas provided they have

made arrangements with the Organisers / Promoters at least one (1) week prior to the event taking place.

- m) Spread sheet of route schedule must contain the following information; Start time, row number, bike number, loop name, loop distance, average speed, time and due time of arrival (DTA) to be on official online / electronic notice board and entry website.
- n) Comply with all requirements and by-laws of the Safety at Sport and Recreation Act 2 of 2010. Refer to GCR 78.
- o) No club or regional event shall be permitted to be held in the same region or at the same venue the day after a National event, unless the hosting club is the same club that hosted the National event.

46. NATIONAL TEAMS

In order to be selected to represent South Africa in a National Team event, all rounds of the previous year's Championship need to be competed in. The selection of competitors would be approved by EnduroSA.

47. 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 Championships, its competitors and sponsors should reflect the impact social media has.
- c) If a competitor is considered to have brought the Championship and / or EnduroSA 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.

48. MARKETING RIGHTS

- a) As per GCR 83, Motorsport South Africa (MSA) is the sole owner of all television, radio, social media content, video cassette, sponsoring, marketing, advertising, merchandising, promotion, licensing and any other rights for all MSA National Championship events.
- b) All the aforementioned rights in connection with National Championship events within the Enduro Motorcycling facet shall be managed and administered on MSA's behalf by its Enduro Working Group (hereinafter referred to as EnduroSA) and may be allocated to specific sponsors according to EnduroSA sponsorship criteria. As such, none of the rights stipulated in clause 48 a) may be assumed or exploited by any entity or individual attending EnduroSA events without the prior written consent of EnduroSA, so as to ensure no conflict of interest with EnduroSA's event or series sponsors or breach of EnduroSA sponsorship criteria.
- c) EnduroSA reserves the right to charge a fee, or offer an alternative commercial arrangement, when granting any consent as envisaged in clause 48 b) above.
- d) Any consent granted by EnduroSA in accordance with the above shall only be in force and effect when reduced to writing and any such written document shall detail the conditions, if any, under which the consent has been granted.
- e) **All media attending the event either directly or indirectly as part of rider teams need authority to conduct their services at the event and need to follow the necessary MSA media regulations and the above regulations 48 a) – d).**
- f) **All media once approved to be present at the event, are required to report to the race control admin and sign the roster before the event starts.**
- g) **All media must have the required MSA clothing requirements so that they are clearly visible as media at the event. No permission will be given to access the route in accordance with event safety regulations unless they are clearly identifiable as media.**

## ADDENDUM A

### 2021 ENDUROSА EXTREME ENDURO CHAMPIONSHIP – FORMAT AND REGULATIONS.

These Championship Regulations apply in addition to the National Enduro Standing Supplementary Regulations (SSR's) as varied by these Extreme Enduro Championship Regulations, the Supplementary Regulations (SR's), and any Official Bulletins / Final Instructions that may be issued for each event.

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

#### A 1) Format of National Extreme Race Day

- a) The event will be divided into two sessions as follows:
  - i) 8h00 – 10h00: Qualifying Race – open to any competitor that wants to determine their starting position for the main race by completing one qualifying lap;
  - ii) 11h00: Main Race – National, Regional, Clubman and WOW classes;
- b) Start Order: Each session will start in lines, with the start positions as indicated by Start Marshals.
- c) Qualifying Race: Due to the nature of Extreme events and in the interest of the route accommodating varied skill levels of competitors, it may be necessary to implement a qualifying Lap / Route / Short circuit, at the discretion of the Organisers / Promoters. The objective of this qualifying round is to ensure that the level of skill of the competitors required for the main race is reflected in the starting order for the main race. The more skilled competitors (Gold through to Bronze) will start in rows ahead of the lesser skilled competitors, and is compulsory for National class competitors and competitors entering the NESS Challenge.

#### A 2) Championship Race (Main Race)

- a) Race Format:

There are two main types of formats that will be chosen for each event based on the available land, input of the Organiser / Promoters, and at the discretion of the Route Director:

  - i) Single Route Format – This is where all competitors start and progress to the finish on one single route without repeating the route i.e. How far you get on the route and how quick you get there determines your finishing position;
  - ii) Multiple Lap Format – This is where the number of multiple laps raced in a specified time will determine the results.

#### A 3) Technicality of the Route

The route will incorporate a Bronze, Silver and a Gold section or lap catering for all competitor skill levels. Competitors will be able to select their route when entering for the event and will be scored accordingly. Once a competitor has chosen their route, they cannot change their route during the course of the event. i.e. a rider who selects the Silver Route cannot go up to Gold or down to Bronze during the event.

- a) National, Regional, Clubman class competitors are free to choose which route they want to compete in at the event;
  - i) National class competitors will earn five (5) Championship points for entering Gold;
- b) National 85cc competitors may enter the Bronze or Silver routes only;
- c) WOW, IPC 65cc and all other junior 85cc and 65cc class competitors may enter the Bronze route only.

#### A 4) Starting Order

- a) There will be a mass start with a minimum of 10 competitors per row based on the finishing positions of the qualifying race;
- b) The start will be a dead engine start, with the procedure at the discretion of the Clerk of Course;
- c) Starting positions will be determined as per the Qualifying race, on a staggered start, front wheel to back wheel positioning i.e. the first place rider will be in position, the second place riders front wheel will be at the back wheel of the first placed rider, the third place riders front wheel will be at the back wheel of the second placed rider, and so on.
- d) A loud HORN will be activated to signal the start of each row;
- e) All other competitors who do not do the qualifying race will be placed on the starting line according to the discretion of the COC.

#### A 5) Checkpoints

- a) In order to determine which competitors complete which routes, Organisers / Promoters will make use of Checkpoints (Manned Checkpoints, Stampers or digital scanning) to determine if competitors have completed the route that they entered in;



- b) The required number of checkpoints for each route will be determined by the Route Director and these checkpoints need to be achieved in order to ratify a competitor's finish, together with lap times and number of laps achieved to determine their result for the race.

#### A 6) Race Duration

- a) The race time will commence at the start of the 1<sup>st</sup> Row and after a (three) 3-hour period the EnduroSA HORN will be signaled by the COC which will bring out the Chequered flag, and no competitors will be permitted to continue once the EnduroSA HORN has been activated.
- b) Competitors still out on a lap must complete the lap by meeting the chequered flag, as the highest number of laps in the quickest time, will determine the winners.

#### A 7) Scoring / Timing

- a) The checkpoints achieved, number of laps completed, and fastest time recorded in a (three) 3-hour period will determine the results of the event. Competitors will enter their class they wish to compete in, select the NESS and select the technicality of the route they want to compete in at the event.
- b) When entering an event, that forms part of the EnduroSA National Extreme Enduro Championship, a competitor must enter / select the following:
  - i) Classes i.e. E1, E2, Seniors, Masters, J1, J2, Regional, Clubman and WOW class
  - ii) Route Type i.e. Gold, Silver or Bronze
  - iii) National Enduro Super Series (NESS)
- c) This will ensure a competitor gets a result in their required class as part of the National Extreme Enduro Championship, as well as their result in the NESS, and feature in the NESS Power Ranking.
- d) Competitors will be scored in their National Extreme Championship classes (E1, E2, J2 Junior Pro, J1 High School, Seniors, Masters) and the NESS which will determine individual class winners for the National Championship and an Extreme Enduro Overall Winner according to their finishing positions in the Gold, Silver and Bronze routes.
- e) The E1, E2, J2 Junior Pro, J1 High School, Seniors, Masters Championship classes results will be scored with Gold finishes placing higher than Silver Finishers, and Silver finishers placing higher than Bronze finishers, and Bronze finishers placing higher than Iron class finishers.

#### A 8) Junior Extreme Enduro Classes

- a) Junior National 85cc Class at Extreme Enduro events will only be able to select Silver or Bronze routes, unless the Organiser / Promoter has provided a specific route for the Junior competitors.
- b) All other Junior classes will only be able to select Bronze routes.

#### A 9) Finish

- a) Once the COC sounds the EnduroSA HORN at the end of the (three) 3-hour race period, the chequered flag will be presented to all competitors. All competitors (except Junior 85cc/65cc and WOW class competitors) completing one lap of their entered National Extreme Enduro class will qualify as a finisher of the event once they meet the chequered flag.
- b) Competitors have to meet the chequered flag with a minimum of one lap completed to be classified as a finisher.
- c) All junior 85cc, 65cc and WOW competitors will qualify as a finisher at the completion of one lap. At the end of their final lap (could be before the (three) 3-hour signal) the junior competitors will have to enter PARC FERME and inform the COC that they have completed their last lap, by completing their Event Evaluation form in order to be classified as a finisher.

#### A 10) National Extreme Enduro Championship Points

- a) Points will be allocated as per the National Enduro Championship, with Gold class entries being awarded five (5) extra championship points for entering Gold.
- b) Last round of the Championship will count for double points for all classes.