



2022

KZN Regional Championship Standing Supplementary Regulations

Enduro



Version 1

17 February 2022

Ref: 162717/157(g)

REVIEW AND AMENDMENTS

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

AMENDMENT RECORD

<i>Modified SSR / ART</i>	<i>Date applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

These SSR's are applicable to all enduro events inclusive of Enduro, Extreme Enduro, Enduro X, Junior Enduro, Funduro and Social Enduro events. Regional, Funduro 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.

Link for the 2022 GCR Regulations:

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

ART.

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ADDENDUM A

ADDENDUM B

Note:

These regulations are to be read in conjunction with the General Competition Rules (GCR's) and **2022** MSA SA National Enduro Standing Supplementary Regulations (SSR's). In the event that there is any conflict between regional and national rules, the national rules shall, at all times prevail.

Link To:

General Competition Rules (GCR's) :

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

MSA SA National Enduro Motorcycles Standing Supplementary Regulations (SSR's):

<https://www.motorsport.co.za/DirectoryDisplay/DynamicContentDirectory.aspx?commission=Non-Circuit&Landing=Regulations>

A. 2022 Championships:

2022 MSA KwaZulu-Natal Regional Enduro Championships –

- Five (5) rounds of the regional Championship, with five (5) to count
- Taking place in KwaZulu-Natal region.
- Seven (7) Regional Enduro Championship Classes comprising of E1, E2, J3 (85cc), J2 Junior Pro, J1 High School, Seniors and Masters will take place on the same day at Club championship events.
- 3 rounds to follow traditional Enduro format and 2 rounds to follow Extreme Enduro format
- Last round of the Championship will count for double points
- **The Regional Championship will be open to riders from all MSA Regions. Only riders resident in KwaZulu-Natal will be eligible to obtain KZN Regional Colours.**

B. MSA Appointed Officials for Regional Championship events:

EnduroSA will need to approve the appointment of the following officials for all Enduro events inclusive of Enduro, Extreme Enduro and Funduro.

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 Organisers / Promoters. It is also to ensure that regional standards of enduro events are in alignment with the national strategic direction for enduro events in South Africa. This is an important factor in eliminating any confusion for the entrant when deciding what type of Enduro facet they are wanting to compete in based on their riding capabilities. These regulations will now enable Organisers / Promoters and competitors to have complete understanding on what type of Enduro event they are organising / entering. Organisers / Promoters and official's responsibilities in implementing these regulations is paramount to the successful running of each event.

Regional Events will require the approval of officials' 1,2 and 3 below with all costs paid by the regional organizers

Funduro Events will require the approval of officials' 1 and 2 below with all costs paid by the regional organizers

The Appointment and costs associated with these appointments at regional events will be covered as follows:

1) Clerk of the Course:

There will be a Clerk of the Course (COC) that will be appointed as COC for all Enduro events. This CoC will be serving on the Enduro Working Group and be responsible for the approval of officials and implementation of these regulations at all regional events.

Fees - payable by the Organisers / Promoters

Travel and accommodation – payable by organizer / promoter

2) MSA Steward:

Appointed by organizer/promoter per event from the area in which the event is being held

Fees - payable by organizer / promoter.

Travel and accommodation – payable by the Organisers / Promoters

3) Route Director:

The Route Director needs to be an experienced Enduro rider who has competed in the last 3 years at National level as well as satisfy the conditions in (D) below, and will report directly to the COC. The Route Director appointment for 2022 may involve more than one Route Director and may involve regional Route Directors. Route director for regional events need to be submitted to EnduroSA for approval on an event by event basis.

Fees - payable BY organizer / promoter.

4) GPS Specialist:

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.

Fees, travel and accommodation – payable by the Organisers / Promoters.

C. Route Director (Role and responsibility):

1) The Route Director will be appointed by EnduroSA on a ~~National~~ or Regional basis in order for the Route Director position to be financially viable. It is important that the Regional nominees for Route Director be submitted to the COC by the Organisers / Promoters for the approval and appointment purposes for the event at least six weeks before the event.

2) The Route Director is part of the route marking team and needs to ensure they are familiar with the regulations that govern all facets of Enduro.

3) The Route Director is to inspect the routes and assist the Organisers / Promoters to set a race route that is in line with the regulation description and is aligned with current Enduro worldwide trends of the racing format applicable on the day.

4) The Route Director for Regional Enduro's needs to satisfy the below criteria to ensure they have the experience to contribute to the successful implementation of the routes for Enduro's and Extreme Enduro's.

a) The Route Director needs to be an experienced top ten Enduro and Extreme Enduro rider in E1 or E2 who has competed at National level within the last 5 years. A top 15 Roof of Africa rider in the Gold class and /or a previous EnduroSA route director is also acceptable.

b) The Route Director needs to carry out a pre-race inspection. A report of the route needs to be submitted to EnduroSA and the COC on their findings at least two weeks before the race.

5) To ensure route marking is of a high standard that is expected of a safe Regional Championship event and in line with the minimum prescribed standards of route marking, based on Art. 28, to his / her own experience and discretion.

6) 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.

7) To provide the Organisers / Promoters and COC with a fair estimation of expected lap times

8) 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.

9) This master route must be provided to the Organisers / Promoters prior to the official start of the event.

10) The Route Director has no authority to change the final route unless approved by the COC and Organisers.

11) The 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.

12) The Route Director needs to complete a Route Report by the Wednesday prior to the event in a video format.

13) 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.

1.

COURSE

- a) **Enduro course, should make use of natural terrain and can have sections of extreme terrain, man-made Enduro X sections and bunted grass or MX style sections. Average speed should be between 20-35km/h. Course distance should be minimum of 20km per lap and race will be distance bases and each events riders briefing will state the amount of laps per class, the aim is to have an average of 4 hours riding time or 100km distance.**
- b) **The course for Enduro is to be based on a design where the common route is for a Bronze/Silver level rider with more technical Gold and Silver sections designed off and returning to the common route. Riders not completing the Enduro signature sections, determined by a missing checkpoint, will receive a time penalty at the discretion of the COC.**
- c) **Junior Enduro course, should make use of natural terrain and have an average speed of between 15-25km/h. Course distance should be between 8-20km and the Route Director must aim for an average of thirty (30) minutes per lap. Race time to be 2 hours for junior classes. No chaperones are allowed; however, event Organiser / Promoter must arrange enough marshals per number of junior competitors to assist junior competitors at difficult points on the course. These marshals should assist all competitors equally.**
- 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 Regional classes. Any manufacture of GPS will be allowed at any Enduro event; however, it will only be possible to upload / download tracks to Garmin units. Competitors making use of non-Garmin units or non USB connections must supply cabling so that Organisers / 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 the National 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.

2. 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.

3. 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).

4. JURISDICTION & CONTROLLERS

The events will be controlled by MSA as set out in the event SR's. **The controllers of the Championship shall be the MSA KwaZulu-Natal Regional Committee.**

5. 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 Regional Classes. Trophies will be awarded to competitors placing from 1st to 3rd 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.

6. CALCULATION OF THE RESULTS FOR THE CHAMPIONSHIPS

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

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

- b) 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.

- c) Competitors may only score in one Regional class at an event.
- d) 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.
- e) 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.

7. PLACINGS AND RESULTS (PREMATURE STOPPAGE)

- a) If any event is stopped before half the Regional 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.

8. ENTRIES

- a) Maximum permitted entry fee of R850.00 for KZN Regional Enduro classes per event. This entry fee includes all levies.
- b) Entry fee for Clubman's and juniors will be R700.00.
- c) For all events, an additional late entry fee of R200 will be charged.
- d) Late entries must be posted on the official notice board.
- e) Refusal of entry – Refer to GCR 99 and 100.
- f) Trust levies as stipulated in National enduro SSR's, 9(f)

9. ELIGIBILITY OF COMPETITORS

No competitor shall be permitted to start an event unless he / she has satisfied the officials concerning the National Enduro SSR's 9(g)

10. GENERAL CONDITIONS APPLICABLE TO ALL MOTORCYCLES –

All motorcycles must comply to national Enduro SSR's 9(h)

11. 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.

12. 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.

13. CLASSES

- a) The following classes are therefore proposed – These will be applicable to Regional and Club Championships WITHOUT EXCEPTION.

ENDURO CLASS	CLASS AGE	CAPACITY	NOTES
E2	From the year of the competitors 18 th birthday and older	2-stroke over 201cc and 4-stroke over 251cc	
E1	From the year of the competitors 16 th birthday and older	2-stroke from 125cc – 200cc and 4-stroke from 150cc – 250cc	
J2 Junior Pro	From the year of the competitors 15 th birthday, to 31 st December of the year in which their 21 st birthday occurs.	Maximum permissible capacity is 200 cc 2-stroke and 250cc 4-stroke	The Organisers / Promoters shall decide on a shorter distance, which will be as close to 75% of the full Regional class distance, as practically possible.
J1 High School	From the year of the competitors 14 th birthday, to 31 st December of the year in which their 18 th birthday occurs.	The maximum permissible capacity is 125cc 2-Stroke	
Seniors	From the year of the competitors 36 th birthday and older	Unlimited	
Masters	From the year of the competitors 46 th birthday and older	Unlimited	The Organisers / Promoters shall decide on a shorter distance, which will be a minimum of 50% (or a maximum of 2 racing laps) of the full Regional class distance.
Senior 85cc	From the year of the competitors 13 th birthday, to 31 st December of the year in which their 15 th 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 Regional J3 Enduro Regional Championship Class
Junior 85cc	From the year of the competitors 8 th birthday, to 31 st December of the year in which their 13 th birthday occurs.	The maximum permissible capacity is 85cc 2-stroke cooled. (Minimum wheel size 12" rear 14" front, Maximum 16" rear and 19" front).	
Junior 65cc	From the year of the competitors 7 th birthday, to 31 st December of the year in which their 12 th birthday occurs.	The maximum permissible capacity is 65cc 2-stroke or 85cc auto or 110cc 4-stroke (Minimum and maximum wheel size 12" rear 14" front).	

b) 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 not be available for purchase.
- Competitors will only be permitted to purchase one event WOW licences only via the MSA online licensing system (www.msaonline.co.za).
- All competitors that purchase a **one event** WOW Licence will have to provide proof of personal medical cover to the event secretary along with the copy of the **one event** WOW Licence.
- Entry fees for the WOW class at events shall be at the discretion of the Organisers / Promoters.
- Competitors with **one event** 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 **one event** WOW licences may only participate in the WOW class, which shall start behind all the other classes offered at the event.
- Competitors that have purchased 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.
- 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 Regional class distance, at the discretion of the Organisers / Promoters in consultation with the Clerk of the Course.

c) Club classes would get timed and trophies/prizes could be distributed.

d) Junior competitors are to give way to any Senior competitors trying to pass them.

e) **Reserved**

f) **Reserved**

14. AIM OF THE CHAMPIONSHIP

The aim of the Championship will be to declare KwaZulu-Natal Enduro Regional Champions in the above-mentioned championship classes. The Championship shall consist of a minimum of Five (5) events with five (5) to count. The last round of the championship will count for double points. The number of events which are retained and scored shall be as set out in GCR 233 of the MSA General Competition Rules. DNF and DNS's need to be clearly indicated on the Clerk of Course signed result sheets.

15. COMPETITION NUMBERS

All competitors must have a MSA issued competition number. It is the responsibility of the competitor to obtain a competition number from MSA, prior to printing any number stickers for the season. Please refer to Art. 14 of the 2022 MSA National Enduro SSR's.

16. ORDER OF STARTING

- a) The order in which competitors will be started for the first event of the season shall be decided by the previous year's class points 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, **J3** (85cc) and WOW classes, or with specific events, the **J3** (85cc) 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.

17. 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 on the designated route by a spectator, marshal or any person is strictly prohibited at enduro events, in particular very difficult sections. No person other than a rider is allowed to touch a bike or rider.
- 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) of the National SSR's.

- 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, 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.
- m) **Outside assistance may be given:**
 - i) **By an official (listed in the Supplementary Regulations (SR’s) and / or Final Instructions as being authorised to assist competitors) on the event. If a competitor is assisted by an official as listed in the Supplementary Regulations (SR’s) the competitor must remain responsible to adhere to the Standing Supplementary Regulations (SSR’s) and Supplementary Regulations (SR’s). Any breach thereof, regardless of the role played therein by an official shall result in action being taken against the competitor concerned, unless the competitor can prove that he / she was unable to persuade the official to act within the rules.**
 - ii) **An official/Marshal in this regard cannot be a family member, rider trainer, sponsorship associate or a team member.**
 - iii) **Assistance by an official is limited to helping around or over obstacles, etc. which assistance must be offered to all competitors. However, this precludes the providing of spares or parts for a motorcycle or quad or the towing of a motorcycle or quad by an official.**
 - iv) **By another competitor who is still actively racing and is eligible to be classified as a finisher.**
 - v) **Competitors who have retired or crossed the finishing line may not render assistance.**
 - vi) **Outside assistance from any other source is prohibited**
 - vii) **No assistance by service crews will be allowed at unassisted re-fuel**

18. 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

19. 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.

20. ROUTE MARKING
Riders and event organisers need to implement all route marking according to the National Enduro SSR's
21. 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.
22. TIMEKEEPING
- a) Timekeeping equipment must be handled under the supervision of an official licensed timekeeper.
 - b) If the timekeeping equipment does not work, the times must be recorded manually.
 - c) Every timekeeper for an event needs to be licensed by MSA (without exception), which needs to be approved by EnduroSA in writing seven (7) days prior to the start of the event.**
 - d) Timekeepers are to ensure that they provide live timing services, as well as an entry system available on the organisers/promoters website as a first point of contact.**
 - e) Timekeeping equipment should provide a system that is digitally operated with no manual processes between capturing the data from the competitor and the results data displayed as results.**
 - f) Only one timekeeping entity can be used on any given event, inclusive of, Regional and Club competitors, where applicable.
 - g) Organisers / Promoters must provide a suitable area for timekeepers which will be a restricted area and must provide adequate protection from inclement weather conditions.**
 - h) Provisional results should be posted as soon as possible, however the intended posting time of provisional results will be published in the Supplementary Regulations (SR's).**
 - i) Timekeepers will be fined One Thousand Five Hundred Rand (R1, 500) per hour for results that are late (maximum fine limit is Seven Thousand Five Hundred Rand (R7,500)).**
 - j) Provisional results will only become final once they have been signed off by the Clerk of the Course in accordance with the stipulated time as published in the supplementary regulations**
 - k) The Clerk of the Course and / or Stewards may have the right to remove any proven DNFs, who have been included in the results, up to 72 hours after the event.**
23. ROUTE / CHECK CARDS
A Route Checkpoint may be a manned "Tick Marshal" ticking a Route Card / decal, or unmanned "Stamper" using a Stamp Card or a digital Checkpoint receiver:
- 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) Competitors will be penalised a minimum of fifteen (15) minutes for the first Checkpoint missed – Refer Art. 39 c) (iii). Competitors missing a second Checkpoint will be penalised a minimum of thirty (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).
 - g) A digital checkpoint system will be used at some events whereby the competitor must ensure that their digital wrist band can be used in tandem with the Route check card system, at the discretion of the COC
24. 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.

25. 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.

26. 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. A digital route checking system can also be used.
- 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.

27. 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 (5) 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 (10) Minutes
- i) For not first ensuring that it was safe to cross a road crossing before pulling off from a stop control.
- ii) All letters must be the identical size to numbers on **competition** number boards – ten (10) minutes – Refer Art. 14 g)
- c) Fifteen (15) Minutes
- i) For leaving a decontrol ahead of time.
- ii) Any transgression of Art. 17 per occurrence – fifteen (15) minutes or Exclusion depending on severity – Refer Art. 39 g) (xxvi)
- iii) For the first Checkpoint missed – Refer Art. 32 f)
- d) Thirty (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): (thirty (30) minutes) – Refer Art. 28 d) and h)
- iv) For the second Checkpoint missed – Refer Art. 32 f), **over and above the fifteen (15) minute penalty for 1st checkpoint missed.****
- e) Sixty (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: - (sixty (60) minutes) – Refer Art. 24 g)
- iii) Penalty for more than three Checkpoints missed – Refer Art. 32 f), **over and above the fifteen (15) minute and thirty (30) minute penalties for the 1st two checkpoints missed.****
- f) 1 Lap Penalty
- Minimum of a 1 Lap penalty for a lost Route Check Card – Refer Art. 32 e)

- 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 Art. 22 o)
 - vi) Being more than sixty (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)
 - 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) 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)
 - xxii) For failing to hand in a GPS for route download when so requested – Refer Art. 2 d)
 - xxiii) 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
 - xxiv) Competitor conduct and responsibility. Each competitor is responsible for the behavior and conduct of every person associated with him / her at the race – Refer SSR 346 (i).
 - xxv) Any act that is prejudicial to the environment, depending on severity – Refer to Art.17 and Art 39 c) (iii)

28. 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.

29. 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 Regional 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.

30. MARKETING AND ADVERTISING 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 Regional Championship events.
- b) All the aforementioned rights in connection with Regional 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.
- h) Advertising: It is a condition of entry that in addition to the advertising referred to in GCR 246, competing vehicles / motorcycles shall also display the advertising, if any, as stipulated in the Championship Regulations and specifications for the class for which the motorcycle is entered.**
- i) Advertising: Advertising of EnduroSA sponsors are to be displayed on the motorcycle when requested, competitors avail themselves for interviews and any media content distributed from EnduroSA events needs to be, with adherence to these SSR's and GCR 246, as well as GCR 247 and 248:**

31. POSTPONEMENT, ABANDONMENT OR CANCELLATION OF COMPETITION

In the event of a postponement, abandonment or cancellation of a scheduled meeting or a competition forming part of a meeting, the Organisers reserve the right to apply the applicable below stated provision/s:

- a. Postponement – Should an event be postponed prior to the start of the event, and it is possible to reschedule the event to another date, entries already received/lodged for the postponed event will be reallocated to the rescheduled event. If for any reason this is not possible, entry fees may be partially or fully refunded.**
- b. Abandonment – Once an event has officially started, refer to GCR 31 and 261, and is abandoned due to Force Majeure or safety concerns, no entry fee refunds will be made.**
- c. Cancellation – If an event is cancelled for any reason prior to its start, all entries will be partially or fully refunded – refer GCR 244.**

Also refer to GCR's 62, 152 vii), 156 vi), 244 and 273 ii).

ADDENDUM A - 2022 EXTREME ENDURO – FORMAT AND REGULATIONS

For the 2022 KZN Regional Enduro Championship an Extreme Enduro format may be included as part of the championship events. Refer to the addendum to the National Enduro SSR's regarding the guidelines for extreme enduro format events that needs to be used by event organisers

ADDENDUM B – 2022 FUNDURO

This addendum to The Regional Enduro SSR's are developed to ensure that all Funduro events operating under Motorsport South Africa permits conform to the Enduro SSR's to ensure that all safety and enduro regulations are implemented consistently by the organizers.

With growth and support for these type stand-alone events it has become necessary to develop this addendum to include regulations unique to these less competitive events in the interests of safety, understanding of this facet of enduro and provide the opportunity for these fun riders to transition into the more competitive facets of enduro.

This addendum to the SSR's are to be read in conjunction with the Enduro articles, where they are silent the Enduro articles will apply and may not be in conflict with National SSR's.

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

1. Funduro Classification

The Category of Funduro relates to all Fun rides, Club events, Social Enduro Events, Multiple Day Social events and Fun Enduro. The focus is more on the riders enjoyment rather than the competitive aspect with less stringent competitive rules and regulations.

2. Officials

- 2.1 Enduro SA Working Group will be responsible for the approval and appointment of officials at Funduro events to ensure that clubs and organisers of Enduro events are using officials that are fully conversant with the Enduro regulations as well as the different facets of Enduro.
- 2.2 These officials at Enduro events must be competent and know the regulations in order to enforce them correctly.
- 2.3 Event regulations must be approved by Enduro SA Working Group and MSA prior to commitments being made with officials.
- 2.4 Fun Enduro events would require the following minimum official's appointments by EnduroSA:
MSA Steward, Enviro Steward, COC and Covid Officer. In the event that there are more than 300 competitors additional officials may need to be appointed.
- 2.5 Officials could be used in more than one position at events, however MSA permission according to GCR 145 was required prior to the event.

3. Age and capacity of classes

Please refer to ART 12 of the 2021 MSA SA National Enduro SSR'

4. Confirmation of Event dates

The proposed dates need to be submitted to MSA well in advance to ensure that there are no date clashes with other enduro events

5. Opening of entries

Due to the nature of these events, entries need to be open far in advance, in some instances a year in advance, which creates a situation whereby standard MSA event documentation will not be practically possible to complete. These events entries can open for competitors to enter the event with entries only becoming final once all documentation has been completed and approved well in advance of the event in order to ensure that last minute complications were avoided

6. Checkpoints

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

The required number of checkpoints for each route will be determined by the Route Director and these checkpoints need to be achieved to ratify a competitor's finish.

7. Use of Public roads and Rural Roads

7.1 Over and above ART 39 g) (xxv) of the 2021 MSA SA National Enduro SSR's, the following regulation needs to be constantly promoted by the Organisers and officials at all times. The COC must explain this area of importance very clearly at riders briefing and at the start of each day of the event.

7.2 Anywhere a vehicle can go in the event area 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 organizers have taken every reasonable precaution

7.3 on 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.

7.4 Therefore, competitors must be vigilant at all times with regard to racing through rural villages and on public roads. Competitors must keep to the left on all road sections. Competitors must consider all roads to be open to traffic and pedestrians for the duration of the event. Likewise, competitors are reminded of their responsibility for the behaviour of their service crews and must ensure that they obey all the road rules, particularly with regard to speeding. The speed limit is 50 km/h in rural areas and 80km/h on national roads.

8. Land Use Permissions

Due to the nature of these events it is imperative that land use permissions are granted for the land that the entire event is being held. This includes the pit area, Start Finish areas, Refuel/DSP areas and the land that the entire routes traverse. The COC of the event is to ensure before the event starts that this documentation is valid and approved by the landowners.

9. Timing and Results

These events use timing and results merely as a safety record of the riders at these events and they are not to be viewed as accurate in the competitive sense

10. Implementation of the Regulations

As these events are focused on the fun aspect of enduro and the organisers would want all competitors to enjoy themselves to the maximum, it is still imperative that the officials implement the rules accordingly as to not create confusion and double standards within the event. Due to the competitive nature of riders they will "race" although it is meant to be a fun event, they do still expect MSA officials to act fairly and consistently. We need to ensure that the notion of "bending the rules" because it's a Funduro is unacceptable and promotes dissatisfaction amongst the riders.