



2022

MSA National Standing Supplementary Regulations

Enduro, Extreme Enduro and Funduro

Version 2

10 February 2022

Ref: 162685/157(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>
ART 14 b) (iv)	Immediately	10 Feb 2022	Wording deleted
ART 15 c)	Immediately	10 Feb 2022	Wording amended

These SSR's are applicable to all Motorsport South Africa (MSA) enduro events inclusive of Enduro, Extreme Enduro, Super Enduro (Enduro Cross / 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.

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 2022 GCR Regulations:

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

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A. Introduction:

Due to the growth in different facets of Enduro worldwide and nationally with multiple Enduro events taking place, it has become necessary for EnduroSA to implement regulations that cater for all Enduro events from social / fun, club events to National racing. The National Enduro Regulations for 2022 govern three facets of the sport of Enduro namely, National Enduro's, National Extreme Enduro's and Funduro's. As these three facets of Enduro are becoming more and more popular with MSA Organisers / Promoters, clear guidelines for Organisers / Promoters, competitors and officials needs to be implemented to ensure that these three facets reach their individual objectives.

EnduroSA has developed a set of general Enduro regulations with two additional addendums to the regulations that cover specific information related to Extreme Enduro's and Funduro's. These regulations will cater for each Enduro facets specific needs to ensure that individual regulations for each event are relevant and consistent.

All Enduro, Extreme Enduro and Funduro events / championships will fall under the auspices of EnduroSA and bound by these regulations. These events will be governed by an appointed group of experienced MSA Enduro officials to ensure that the standard of each facet of Enduro is true to its specific facet, consistent, transparent and competitor specific with the sole intention of improving and growing the sport in the future.

B. 2022 Championships:

1) 2022 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, J3 (85cc), Seniors, Masters (minimum MSA National licence required)
- Last round of the Championship will count for double points

2) 2022 NATIONAL EXTREME ENDURO CHAMPIONSHIP

- Four (4) rounds of the Championship, with all to count
- National Extreme Enduro Championship can include a maximum of 1 Hard Enduro Format and 1 Super Enduro (Enduro Cross / X) format type event
- Seven (7) National Championship classes comprising of E1, E2, J2 Junior Pro, J1 High School, J3 (85cc), Seniors, Masters (minimum MSA National license require)
- Points will be allocated as per the National Enduro Championship with the last round counting for double points
- 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) 2022 NATIONAL ENDURO SUPER SERIES CHALLENGE (NESS 2022) – NON-CHAMPIONSHIP CHALLENGE (RANKING SYSTEM ONLY)

The EnduroSA National Enduro Super Series Challenge (NESS) is a challenge series 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.

A competitor entering a National class is 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 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:

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

C. MSA Appointed Officials for National 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. 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.

National Events will require the approval of officials' 1,2,3 and 4 below.

Regional Events will require the approval of officials' 1,2 and 3 below.

Funduro Events will require the approval of officials' 1 and 2 below.

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

- 1) Clerk of the Course:
There will be a National Clerk of the Course (COC) that will be appointed as COC of all National Enduro events, serving on the Enduro working group and be responsible for the approval of officials and implementation of these regulations on the day of the event.
Fees – payable by the Organisers / Promoters
Travel and accommodation – payable by EnduroSA for National events only
- 2) MSA Steward:
Appointed by EnduroSA per event from the area in which the event is being held and has been involved with at least two National events.
Fees – payable by the Organisers / Promoters
Travel and accommodation – payable by EnduroSA for National events only
- 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.
Fees - payable by EnduroSA for National events only as per the terms and conditions of the EnduroSA Route Director contract.
- 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

National Event Officials - A R200 per competitor fee included in the National entry fee will be payable by the Organisers / Promoters to EnduroSA per event basis to subsidise the above costs.

D. 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 National COC by the Organisers / Promoters for the approval and appointment purposes for the event at least six (6) 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 National and Regional Enduro's needs to satisfy the below criteria with the submission of a CV to ensure they have the experience to contribute to the successful implementation of the routes for Enduro's and Extreme Enduro's.
- 5) 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 3 years.
- 6) A top 15 Roof of Africa rider in the Gold class is also acceptable.
- 7) 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 (2) weeks before the race.
- 8) 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.
- 9) 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.
- 10) To provide the Organisers / Promoters and COC with a fair estimation of expected lap times
- 11) 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.
- 12) This master route must be provided to the Organisers / Promoters prior to the official start of the event.
- 13) The Route Director has no authority to change the final route unless approved by the COC and Organisers.
- 14) 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.
- 15) The Route Director needs to complete a Route Report by the Wednesday prior to the event in a video format.
- 16) 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) Enduro Course, should make use of natural terrain and can have sections of extreme terrain, man-made Super Enduro (Enduro Cross / X) sections and bunted grass or MX style sections. Average speed should be between 20-35km/h. Course distance should be minimum of 20km/h per lap and the total distance to be covered must not be less than 100km/h or less than four (4) hours of riding time for a top ten 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).
 - b) Extreme Enduro Course, should make use extreme terrain incorporating technical sections including natural elements and manmade obstacles that test the rider's technical abilities. Bunted sections for spectator sections is recommended and where

possible course designers must make more than two (2) lines in technical sections to alleviate bottlenecks. Championship events shall be a maximum distance of 120km/h (for Gold Class), over unseen extreme routes and shall be run during daylight, with some events at night. Extreme Enduro course format with a minimum course distance of 8km/h and maximum of a 30km/h 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 and less technical standard relevant to the Gold class. One (1) Day Event with short course format taking the winner of Gold class between approx. three (3) hours. The level of extreme for the Gold class needs to be a high level with a low finisher rate (60% of Gold should finish). Technicality over distance is the preferred option with an average maximum speed of a top ten Pro rider to be less than 20km/h. (Route Director makes this estimation).

- c) The Junior Enduro course will follow the same route as the seniors without the technical sections and equivalent to a bronze enduro 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 the competitor is competent enough to look after themselves and have enduro riding experience. It is recommended that they have enough experience at Cross Country events, have been recommended by experienced enduro riders to race an enduro before they enter Enduro's. The Organisers / Promoters do not intend to upset parents when their child is not capable as they will not be setting courses below the prescribed standards for Enduro.
- d) There will be a time bar in place for the safety of all junior 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.
- e) 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 two (2) hour race time is calculated from the start time of the first competitor but may be changed at the discretion of the COC.
- f) The average speed of a junior Enduro would be 15-20km/h for the average junior competitor.
- g) Marshals are for safety purposes and not for chaperoning, bike maintenance or recovery of bikes.
- h) 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).
- i) 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.
- j) 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.
- k) 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.
- l) 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.

- m) 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.
- n) 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.
- o) 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.
- p) 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.
- q) 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 two (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 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.

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

- b) 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 National 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. Junior riders cannot progress from the J3 (85cc) class through to J2 class without riding in the J1 class for at least a year.
- 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.

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.

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 J3 (85cc)) 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 R75 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 GCR 239 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 competitor's helmet is not compliant, as stipulated above, or is in a condition that is deemed to be unsafe;
- v) All competitors to start the event carrying a minimum of one (1) litre of drinking fluid;
- vi) All competitors must wear suitable protective clothing with a minimum standard of gloves, long sleeved jersey of adequate strength, motocross type pants and motocross type boots, and helmet – Refer Art. 39 d) (i);
- vii) All competitors are to carry a first aid kit comprising:
 - 1 x Medical Board – Refer Art. 25 a)
 - 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/
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 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 National 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 National 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 National J3 Enduro National 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).	Junior Enduro Interprovincial Challenge Class

- 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 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 upgraded from one event 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
- 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.

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, J3 (85cc), Seniors and Masters).
- b) 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.
- c) To declare the South African National Enduro Manufacturer Champions.
- d) 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.
- e) To declare a Junior 65cc Enduro Interprovincial Challenge winner.
- f) 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.
- g) All entries must appear on the result sheets.
- h) DNF and DNS's need to be clearly indicated on the Clerk of Course signed result sheets.

14. 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.

- 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 years NESS (National Enduro Super Series Championship).
- 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) Competition numbers can only be reserved once a 2022 MSA competition licence has been purchased. Numbers will be allocated on a first come first served basis. For further information, please contact Carmen Hill at MSA Head Office on carmen@motorsport.co.za
- d) The starting order for the first event of the year will be based on the overall results of the previous year.
- e) The following colour coded backgrounds and coloured numbers will be applicable for the relevant classes at all Enduro events:

<u>Class</u>	<u>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 competition 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 allowed to use their Cross Country competition numbers and backgrounds.
- 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).

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 appointed Scrutineer** 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 thirty (30) minutes 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) 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 (2) at a time on the same minute, up to a maximum of six (6) 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.
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 (1) foot needs to be placed on the ground when the competitor comes to a standstill. The foot and bike must be stationary and no dragging is allowed. Non-compliance will incur a penalty – Refer Art. 39 g) (xx). Competitors ignoring a stop, road or rail crossing and not ensuring that it is safe to cross will be excluded – Refer Art. 39 g) (xx)
 - 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.
 - vi) Competitors must be stopped by race marshals at the end of the decontrol and advised verbally as well as by means of clearly visible boards that the decontrol has ended.
 - vii) Maps and written advices concerning the use of public roads must be posted at least on the official online/electronic notice board at all times during the event and preferably in any program or route map of the event.
 - viii) Competitors must be fully briefed on the number, distance and frequency of decontrolled public road sections at rider's briefing.
 - ix) No Organiser / Promoter or any official may orchestrate events which traverse public roads without closure, permissions, decontrols, notices, briefings or marshals or compliance with granted permission from the authority.
 - x) Notwithstanding anything contained within any other regulation or rule, no racing on public roads is allowed or permitted irrespective of the status of the event. No organising club, promoter, official or competitor may orchestrate, organise or participate in any event where public roads will be travelled upon, traversed or crossed without having sought and obtained the appropriate written permissions as required in the Road Traffic Act 93/1996. Furthermore, if and when competition vehicles are required to travel on, traverse or cross any public road, such public road must be decontrolled and all the relevant provisions of the National Road Traffic Act must be fully complied with. Organisers / Promoters must ensure that sufficient officials are in attendance to both monitor and control the conduct of competitors on public roads. The penalty applicable to any Organiser / Promoter, club or competitor who fails to comply with either the provisions of the Road Traffic Act insofar as the requisite permissions required are concerned or for a breach of the Road Traffic Act, will be the imposition of a fine in the amount of R10, 000 and/or any other sanction deemed necessary by MSA.
- b) Crosses but does not run along a Public Road
- i) Appropriate written permissions must be sought and obtained from the relevant authority and Organisers / Promoters must comply with the conditions of permissions granted.
 - ii) Stop warning boards advising of the crossing must be posted fifty (50) metres before the crossing and a Stop board immediately before the crossing.

- iii) Competent marshals must be posted at such road crossings and must be in possession of a writing pad, pen or pencil to record the competition numbers of offenders.
- iv) All competitors must come to a complete standstill with at least one (1) foot on the ground, the definition being that even if the wheels are no longer turning but the motorcycle is still sliding this shall not constitute stopping – Refer Art. 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 one (1) 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) J3 (85cc) and 65cc classes competitors need only to complete one lap after the time has lapsed to be a finisher (in other words, they are presented with the chequered flag upon their passing of the finish line).

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/h.
- 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 none 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)
- 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 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 – Refer Art. 24 m).
- 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, 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 points which are not DSP's.

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 / competition 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 R250.00.
- 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 (4) 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 (3) markers 50m before the hazard to give the competitor sufficient warning. A Danger board or three (3) 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 (50) 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 twenty-one (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.

31. 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 EnduroSA 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 National, Regional and Club competitors, where applicable.
 - g) Organisers / Promoters must provide a suitable area for time keepers 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, 500.00) per hour for results that are late (maximum fine limit is Seven Thousand Five Hundred Rand (R7,500.00)).
 - 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

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 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.
- 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 tag / wrist band is used as per the system requirements. In some instances, the digital checkpoint system can be used in tandem with the Route check card system, at the discretion of the COC.

33. INDICATION OF CHECK POINTS AND STAMP POINTS

- a) A check point will be indicated by a board placed five (5) to ten (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. A - DECONTROL:

Decontrols may be implemented at the discretion of the Organisers / Promoters, taking the wellbeing of competitors into account. Where decontrols are implemented, this shall be on the following basis:

- a) A minimum of ten (10) minutes at the pits at approximately 50% race duration.
- b) Organisers / Promoters will maintain sequence and time sheets at the start and finish of the decontrol to confirm entry and exit order.
- c) Large display digital clocks are compulsory at the entry as well as the exit of decontrols.
- d) Organisers / Promoters will provide competitors with a sticker reflecting the exit time at these decontrol points. Retention of these stickers is the responsibility of the competitor and any competitor endeavoring to exit the decontrol without such sticker will have to return to the decontrol marshal to obtain a replacement sticker with the same original time on it. Any delay in obtaining this will be to the detriment of the competitor.
- e) A fifteen (15) minute penalty will be applied for a competitor leaving the decontrol early

B - UNASISTED REFUEL POINTS

- a) Fuel cans must be set up in an orderly fashion with require refueling mats in place.
- b) Refuel points need to be suitably bunted off to ensure the safety of competitors and officials and to control the flow of race traffic through the refuel point
- c) The routing of the competitors must ensure that all competitors pass through the refuel point even if they do not take on fuel.
- d) There may be no alternative around a refuel point.
- e) Refuel points must always be unassisted and no assistance in terms of holding the motorbike and or passing fuel to the rider.
- f) Riders need to be dismounted from the bike during refueling.
- g) Adequate signage indicating the start and end of a DSP or pits and refuel points must be clearly marked and visible to competitors.
- h) No quick fillers are permitted at all unassisted refuel points
- i) Refer to 'Accepting outside assistance' – Refer Art. 24 and Art. 39 g) (xi).

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 (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 twenty (20) metres away from a single marker. (1st offence): (thirty (30) minutes) – Refer Art. 28 d) (i) 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 (3) Checkpoints missed – Refer Art. 32 f), over and above the fifteen (15) minute and thirty (30) minute penalties for the 1st two (2) checkpoints missed.
- f) One (1) Lap Penalty
Minimum of a one (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) (i) 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 5) a) (iii) and Art 20 5) b) (iv)
 - xxi) *Reserved*
 - 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)
 - xxiii) For failing to hand in a GPS for route download when so requested – Refer Art. 2 h)
 - 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 behavior and conduct of every person associated with him / her at the race.
 - xxvi) Any act that is prejudicial to the environment, depending on severity – Refer to Art.17 and Art. 39 c) (ii)

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.

- c) All actions / decisions in this respect will be adjudicated by the Clerk of the Course of the upcoming National event.
- d) Walking the start, parts of the course or any GPS routes supplied for riders or spectators is not allowed.
- e) 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 (2) 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) Fifteen Thousand (R15 000.00) 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 (1) 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 (1) 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, competition 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, the previous year's Championship needs to be competed in together with the current year's National Championship performance will be used for selection purposes.

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 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 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.
- 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.

ADDENDUM A

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

This addendum to the National Enduro SSR's are developed to ensure that all Extreme Enduro 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 Organisers / Promoters.

With growth and support for Extreme Enduro facet events world-wide and nationally it has become necessary to develop this addendum to include regulations unique to these events which include Extreme Enduro's, Hard Enduro's and Super Enduro (Enduro Cross / X). In the interests of safety and developing these unique extreme enduro facets in line with world-wide events and trends, EnduroSA will be able to further develop these facet specific regulations for the future.

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.

For the 2022 National Extreme Enduro Championship we may be including one (1) Hard Enduro event and one (1) Super Enduro (Enduro Cross / X) event to the Championship events.

With experience gained, we have Section 1 that caters for the Extreme Enduro event regulations, Section 2 Hard Enduro specific regulations and Section 3 Super Enduro (Enduro Cross / X). Section 2 and 3 are in their infancy and will be developed and improved over 2022 and the event specific regulations will have more detailed regulations.

Section 1 – National Extreme Enduro Championship

Section 2 – Hard Enduro

Section 3 – Super Enduro (Enduro Cross / X)

Section 1 – 2022 NATIONAL EXTREME ENDURO CHAMPIONSHIP

With the successful implementation of a stand-alone Extreme Enduro Championship in 2021, EnduroSA has learned from our experience, engaged with our riders and role players and are in a position to improve our Extreme Enduro regulations for 2022.

1) 2022 Championship:

- Four (4) rounds of the Championship, with all to count
- National Extreme Enduro Championship can include a maximum of one Hard Enduro Format and one Super Enduro (Enduro Cross / X) format type event
- Seven (7) National Championship classes comprising of E1, E2, J2 Junior Pro, J1 High School, J3 (85cc), Seniors, Masters (minimum MSA National license required)
- Points will be allocated as per the National Enduro Championship with the last round counting for double points
- Various formats of Extreme Enduro may be considered by EnduroSA for each event as a format in consideration for the 2022 season
- Competitors have the option of choosing the following routes when they enter the event:
 - Gold;
 - Silver;
 - Bronze;
 - Iron (If catered for at event);
 - Routes for Junior National Class (85cc classes and lower), Seniors and Masters will be at the discretion of the Organisers / Promoters and Route Director;
 - Competitors will be scored in their National Championship classes (E1, E2, J2 Junior Pro, J1 High School, J3 (85cc), Seniors, Masters) and an Extreme Enduro Overall Winner according to their finishing positions in the Gold, Silver, Bronze and Iron routes.
- 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 with the last round counting for double points.
- Various formats of Extreme Enduro may be considered by EnduroSA for each event as a format in consideration for the 2022 season.

- 2) Format:
- a) Due to the nature of Extreme Enduro events and in the interest of the route accommodating varied skill levels of competitors, it may be necessary to implement a time trial per event. The objective of this time trial is to determine a start order for each event.
 - b) The event will be divided into two (2) sessions as follows:
 - i) 8h00 – 9h00: Time trial start open to competitors, they may start at any time during this period, all competitors must have completed the time trial by 10h00. Only one (1) run is permitted per competitor;
 - ii) 11h00: Main Race starts – National, Regional, Clubman and WOW classes
- 3) Championship Extreme Enduro Main Race
- a) Race Format:
There are three (3) 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) Standard multiple Lap Format – This is where the number of multiple laps raced in 3 hours which will determine the results;
 - ii) Single Route Format – This is where all competitors start and progress to the finish on one single route without repeating the route i.e. How far you get on the route and how quick you get there determines your finishing position;
 - iii) Elimination Format – This is where all competitor competes against each other in different heats with some competitors progressing to the next level where ultimately there is a final which determines the winner. It could also involve a last man standing format which is where there is only one competitor left at the end of all the heats who is declared the winner.
- 4) 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;
 - b) National J3 (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.
- 5) Starting Order
- a) There will be a mass start with a maximum of ten (10) competitors per row based on the finishing positions of the time trial.
 - 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 time trial, 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 or flag will be activated to signal the start of each row;
 - e) All other competitors who do not do the time trial will be placed on the starting line according to the discretion of the COC.
- 6) Checkpoints
- a) 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;
 - b) 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, together with lap times and number of laps achieved to determine their result for the race.
- 7) Race Duration
- a) The race time will commence at the start of the 1st Row and after a three (3) hour period the COC will show the Chequered flag to competitors, and no competitors will be permitted to continue.
 - 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.
- 8) Scoring / Timing
- a) Scoring in order of importance, checkpoints achieved, number of laps completed, and fastest time recorded in a three (3) hour period will determine the results of the event. In multi lap format, if a competitor misses a checkpoint (by taking a chicken run, if they can't complete the obstacle) no time

penalty will be added. But competitors with less checkpoints stamped will be scored behind competitors with more checkpoints even if they have achieved more laps in the time period. (i.e. competitor A has five (5) checkpoints, five (5) laps in three (3) hours forty-five (45) minutes will beat competitor B who had four (4) checkpoints, seven (7) laps in three (3) hours and ten (10) minutes).

- 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 (should there be an iron class run at an event).
- 9) Junior Extreme Enduro Classes
- a) National J3 (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.
- 10) Finish
- a) The COC will present the chequered flag at the end of the three (3) hour race period, the chequered flag will be presented to all competitors.
 - b) Competitors have to meet the chequered flag with a minimum of one (1) 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 (1) lap. At the end of their lap (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.
- 11) National Extreme Enduro Championship Points
- Last round of the Championship will count for double points for all classes.
- 12) Aim of the Championship
- a) To declare a South African National Extreme Enduro Champion in each seven (7) classes (Overall, E1, E2, J2 Junior Pro, J1 High School, J3 (85cc), Seniors and Masters).
 - b) 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.
 - c) To declare the South African National Extreme Enduro Manufacturer Champions.
 - d) 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.
 - e) To declare a Junior 65cc Enduro Interprovincial Challenge winner.
 - f) 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.
 - g) All entries must appear on the result sheets.
 - h) DNF and DNS's need to be clearly indicated on the Clerk of Course signed result sheets.

Section 2 – HARD ENDURO

1) ELIGIBILITY OF COMPETITORS

- a) Refer to Art. 9 g), as well as GCR 227 and GCR 228.
- b) Competitors need to be 16 years of age or older to be able to participate.

2) COMPETITOR CONDUCT

- a) Refer to Art. 39 g) (xxv)
- b) 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 organizers have taken every reasonable precaution to ensure the closure of these roads, to advise local population of the event and to mark and marshal such roads, the absence of traffic, carts, animals and pedestrians etc. on these roads cannot be guaranteed.
Therefore, competitors must be vigilant at all times with regard to racing through villages and on public roads. 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 in Lesotho, particularly with regard to speeding. The speed limit is 50 km/h in rural areas and 80km/h on national roads.
- c) All riders must carry a working cellphone with the relevant preferred network

3) COMPETITOR CONDUCT

- a) Classification:
In order to be classified as a finisher of an event, a competitor must complete the full distance of the supplied route for entered class at the event, as specified in the Supplementary Regulations (SR's) / Final Instructions or any other official notice published by the Organisers / Promoters (in consultation with the Clerk of the Course) within the time, without deviating from the route provided and under their own power.
- b) Cessation of Racing:
The Clerk of the Course and Stewards have the right to call a halt to an event due to "force majeure" for, but not limited to, any of the following reasons:
 - i) Extreme weather conditions;
 - ii) Serious or fatal accident;
 - iii) Sections of the route being deemed impassable owing to recent extreme weather or other unforeseen circumstances;
 - iv) Dangerous circumstances for competitors involving spectators or bystanders;
 - v) Any other circumstances which the Clerk of the Course and Stewards, in their sole discretion, deem to be dangerous or prejudicial to competitors;
 - vi) In the event of an event being halted as above or for any other reason, the Clerk of the Course will inform all marshal points to stop competitors. The competitors will be scored back to the last timing point all competitors passed before the event was stopped
- c) Race Stopped Prematurely:
Once started a race will not, except for the reasons stated above, be halted. If a race is stopped before the leading competitor has reached half distance, it will be declared invalid. If the leading competitor has reached at least half distance the race shall be declared finished and points awarded.
- d) Time Bar:
The time bar times for the various time bars will be published in the Supplementary Regulations (SR's). Time bars on the route will be advised in the final instruction or by official notice. The Clerk of the Course may at his / her discretion extend or amend the time bars as advised in the Supplementary Regulations (SR's) on the day should circumstances dictate. In determining time bars, Organisers / Promoters should set the time bars on safety and organisational deadlines rather than intending them to be punitive.
Riders who arrive at the finish in the dark cannot be declared a finisher unless a GPS verifies that the rider did not deviate from the route

- e) If a rider for whatever reason does not complete the entire route and is not deemed to be a finisher of one day of a multiple day event, the competitor is entitled to one "JOKER Card". The JOKER CARD entitles the rider to start the following days event at the back of their class and feature in that days results. The competitor however will not be featured in the overall results and cannot be deemed a finisher in the results of the event.

4) 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 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.
- c) All actions / decisions in this respect will be adjudicated by the Clerk of the Course of the upcoming National event.
- d) Walking the start, parts of the course or any GPS routes supplied for riders or spectators is not allowed.
- e) 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 (2) 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.

5) CLASSES

- a) NO QUALIFICATION CRITERIA WILL BE IMPOSED ON ANY CLASSES; however, the Organisers / Promoters reserve the right to determine which class a competitor is eligible for and they are allowed to adjust accordingly.
In this regard, the Organisers / Promoters reserve the right to request that suitable evidence be provided to be able to satisfy themselves that a rider possesses the necessary experience/skill for the class selected.

CLASS	CLASS AGE	CAPACITY
Gold	Any capacity motorcycle	Open to competitors from the year of their 18 th birthday and older.
	Two-stroke: 125 to 200cc Four-stroke: 150 to 250cc	Open to competitors from the year of their 16 th birthday and older.
Silver	Any capacity motorcycle	Open to competitors from the year of their 18 th birthday and older.
	Two-stroke: 125 to 200cc Four-stroke: 150 to 250cc	Open to competitors from the year of their 16 th birthday and older.
Bronze	Any capacity motorcycle	Open to competitors from the year of their 18 th birthday and older.
	Two-stroke: 125 to 200cc Four-stroke: 150 to 250cc	Open to competitors from the year of their 16 th birthday and older.
Iron	Any capacity motorcycle	Open to competitors from the year of their 18 th birthday and older.
	Two-stroke: 125 to 200cc Four-stroke: 150 to 250cc	Open to competitors from the year of their 16 th birthday and older.

6) STARTS

Refer to Art. 19 and 21

7) REFUELLING

- a) Refer to Art. 22

b) **UNASSISTED REFUEL POINTS**

- i) Fuel cans must be set up in an orderly fashion with require refueling mats in place.
- ii) Refuel points need to be suitably bunted off to ensure the safety of competitors and officials and to control the flow of race traffic through the refuel point
- iii) The routing of the competitors must ensure that all competitors pass through the refuel point even if they do not take on fuel.
- iv) There may be no alternative around a refuel point.
- v) Refuel points must always be unassisted.
- vi) Riders need to be dismounted from the bike during refueling.
- vii) Adequate signage indicating the start and end of a DSP or pits and refuel points must be clearly marked and visible to competitors.
- viii) No quick fillers are permitted at refuel points

- 8) PUBLIC ROADS
Refer to Art. 20
- 9) PRE- RACE JETTING STRIP
Organisers / Promoters may supply a testing area to jet and test motorcycles and quads, subject to the following:
- a) Testing will be allowed on race day from the commencement of documentation until thirty (30) minutes prior to the start of the race.
 - b) Be at least 300m in length in a single direction with a clear return route that does not interfere with the test strip.
 - c) Marked as per route markings and with a clear entrance, exit and directional signage.
 - d) The jetting strip is for jetting purposes and set up only. It is considered part of the route and any competitor found to be joy-riding, performing “wheelies” or not using the jetting strip specifically for testing purposes may be removed from the strip.
 - e) A minimum of helmet and boots must be worn at all times on the jetting strip.
 - f) Only competitors or bona-fide crew or mechanics may operate vehicles on the jetting strip. Mechanics must be aware that unless they are competitors they are not covered by the MSA Group Accident Cover for accidents nor by the Organisers / Promoters.
- 10) DSP
Refer to Art. 22 j), 45 f) and h)
- 11) DECONTROLS
Refer to Art. 20 a) (v)
- 12) TIME BARS
Refer to Art. 26 b)
- 13) FINISH AND ROUTE CONTROL CARDS
Refer to Art. 21 and 32
- 14) SWEEPS / RECOVERY
- a) Sweepers go out one (1) hour after the last competitor leaves.
 - b) Recovery is the responsibility of the competitor.
- 15) RETIREMENT / EVALUATION FORMS
Refer to Art. 27

Section 3 – SUPER ENDURO (ENDURO CROSS / X)

1) DEFINITION OF A SUPER ENDURO

Super Enduro is a speed event taking place in stadium-type or urban facilities using Enduro motorcycles on a track made with natural or artificial elements (earth, sand, etc.), on which are found various, mainly natural, “obstacles” (stones, tree trunks, stretches of water, etc.), similar to those that can be found on an Enduro course.

2) RACE FORMAT

- a) As this facet of Extreme Enduro is in its infancy in South Africa we are basing our format guidelines on the FIM Super Enduro regulations. However, as we trial various formats, event Organisers / Promoters are allowed to implement their own race format by getting approval on their proposed event format from EnduroSA. The format of the race needs to be specified in the Supplementary Regulations including Heat composition and format of starting order.
- b) The recommended race format to be used as a guideline is as follows:
 - i) Free non timed practice
 - ii) Timed practice – of which the top seven (7) fastest times go through to Superpole
 - iii) Superpole – Top three (3) accumulated points toward the end result as well as a secured gate pick throughout the Final Heats
 - iv) The start of the three (3) finals per class. Accumulated points plus the Superpole bonus points determine the overall winner.

3) COURSE DESCRIPTION

The course cannot be less than 300 m long and must make use of the facilities available as per the description of Super Enduro above.

4) FLAG MARSHALS

- a) The minimum age for Flag Marshals is 16 years or more according to local law.
- b) They are appointed by the Organiser / Promoter and must have participated in a briefing with the Clerk of the Course and/or the Race Director.
- c) The marshals must be identified by uniform shirts or bibs.
- d) There must be a minimum of one (1) marshal per post.
- e) The Clerk of the Course and/or the Race Director can decide to have more marshals at difficult passages, in order to give assistance to a rider in the interests of safety.
- f) After a meeting, the Flag Marshals must remain available until protest time has expired.

5) GENERAL REGULATIONS

- a) Trial tyres are forbidden.
- b) During all practices, the riders are not allowed to stop anywhere on the circuit, except at a special place mentioned at the riders' briefing.

ADDENDUM B

FUNDURO

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

This addendum to the National 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 Organisers / Promoters.

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.

1) **CLASSIFICATION**

- a) The category of Funduro relates to all Fun rides, Club events, Social Enduro events, Multiple Day Social events and Fun Enduro.
- b) The focus is more on the rider's enjoyment rather than the competitive aspect with less stringent competitive rules and regulations.

2) **OFFICIALS**

- a) The Enduro SA Working Group will be responsible for the approval and appointment of officials at Funduro events to ensure that clubs and Organisers / Promoters of Enduro events are using officials that are fully conversant with the Enduro regulations as well as the different facets of Enduro.
- b) These officials at Enduro events must be competent and know the regulations in order to enforce them correctly.
- c) Event regulations must be approved by Enduro SA Working Group and MSA prior to commitments being made with officials.
- d) Fun Enduro events would require the following minimum official's appointments by Enduro SA:
 - i) MSA Steward;
 - ii) Enviro Steward;
 - iii) COC and;
 - iv) Covid Officer.
- e) In the event that there are more than 300 competitors, additional officials may need to be appointed.
- f) Officials could be used in more than one (1) position at events, however MSA permission according to GCR 145 is required prior to the event.

3) **AGE AND CAPACITY OF CLASSES**

Refer to Art. 12

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**

- a) 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.
- b) 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 are avoided.

6) **CHECKPOINTS**

- a) 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.
- b) 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 AND RURAL ROADS**
- a) Over and above ART 39 g) (xxv) of the MSA SA National Enduro SSR's, the following regulation needs to be constantly promoted by the Organisers / Promoters and officials at all times. The COC must explain these are of importance very clearly at riders briefing and at the start of each day of the event.
 - b) 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 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.
 - c) 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.
 - d) The speed limit is 50 km/h in rural areas and 80km/h on national roads.
- 8) **LAND USE PERMISSIONS**
- a) 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.
 - b) This includes the pit area, Start Finish areas, Refuel / DSP areas and the land that the entire routes traverse.
 - c) 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**
- a) As these events are focused on the fun aspect of Enduro and the Organisers / Promoters 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.
 - b) 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.
 - c) The notion of "bending the rules" because it's a Funduro is unacceptable and promotes dissatisfaction amongst the riders.