



2024

MSA National Standing Supplementary Regulations

Enduro and Hard Enduro

Version 4

14 November 2024

Ref: 163192/157(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>
<b>ART 15 e) (v)</b>	<b>Immediately</b>	<b>14 November 2024</b>	<b>Wording added</b>
ART 3 i); ART 7 b); ART 8 v); ART 9 b); ART 12.1; ART 12.3; ART 12.4; ART 12.5; ART 12.6; ART 12.7; ART 12.8 c); ART 12.9 b) (1 & 2); ART 12.10 ; ART 12.11; ART 12.12; ART 12.13; ART 12.14; ART 13.3; ART 15 a), h) (ix), (xvi) & (xxii)	Immediately	20 August 2024	Wording added
ART 9 a) (xiii); ART 13.2 k); ART 15	Immediately	20 August 2024	Wording deleted
Index; ART 1; ART 3 b); ART 3 f); ART 4 c); ART 9 a) (xi) & (xii); ART 10 h); ART 11.1 a); ART 12.15; ART 13.1 d); ART 14 C); ART 15 d) (ii)	Immediately	20 August 2024	Wording added and deleted
ART 8 b); ART 12.5 5 a) (iii) & b) (iv)	Immediately	15 Feb 2024	Wording amended
ART 10 b) and h) (iii) ; ART 11 f) & ART 15	Immediately	15 Feb 2024	Wording added
ART 11.1 b)	Immediately	15 Feb 2024	Wording deleted

**Regional and Club category specific regulations may not be in conflict with National SSRs, unless approval from the MSA Enduro Working Group has been received.**

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

**These SSRs are applicable to all Motorsport South Africa (MSA) Enduro events inclusive of Enduro and Hard Enduro.**

**Where these SSRs are silent on an issue, and in the event of any dispute, the National Cross Country Motorcycle SSRs will take precedence.**

Link for the 2024 GCR Regulations:

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

ART.

1. CHAMPIONSHIP CONTROLLERS
2. AIM OF THE CHAMPIONSHIP
3. CHAMPIONSHIP PARTICIPATION
4. CHAMPIONSHIP POINTS
5. PUBLICATION OF RESULTS
6. AWARDS
7. PRIZE GIVING
8. ELIGIBILITY OF COMPETITORS
9. ELIGIBILITY OF MOTORCYCLES
10. ENTRIES
11. PRE-EVENT
  - 11.1 COMPETITION NUMBERS
12. THE RACE
  - 12.1 RIDERS BRIEFING
  - 12.2 ORDER OF STARTING
  - 12.3 STARTS
  - 12.4 TIME BAR
  - 12.5 REPLENISHMENTS
  - 12.6 OUTSIDE POWER
  - 12.7 OUTSIDE ASSISTANCE
  - 12.8 PLACINGS AND RESULTS (PREMATURE STOPPAGE)
  - 12.9 CLAIMS TO SPECIAL TIME ALLOWANCE
  - 12.10 TIME CHECKS
  - 12.11 TIMEKEEPING
  - 12.12 PITS / DESIGNATED SERVICE POINTS (DSPs)
  - 12.13 ACCEPTANCE OF OFFICIALS DECISIONS
  - 12.14 REQUESTS FOR EXPLANATION
  - 12.15 ENVIRONMENTAL
  - 12.16 PUBLIC ROADS AND ROAD CROSSINGS
13. THE COURSE
  - 13.1 COURSE DESIGN
  - 13.2 COURSE
  - 13.3 SPECIAL TESTS
14. ISDE QUALIFICATION
15. PENALTIES

**ART.**

**1. CHAMPIONSHIP CONTROLLERS**

The controllers of the MSA National Enduro Championships & the MSA National Hard Enduro Championships shall be the MSA Enduro Working Group.

**2. AIM OF THE CHAMPIONSHIP**

- a) There will be Two Championships that fall under the auspices of the Enduro facet in 2024:
- i) National Enduro Championship
  - ii) National Hard Enduro Championship

**A) Enduro Championship**

**South African National Enduro Championship (SANE)**

**The aim is to declare an MSA National Enduro Champion in the following classes:**

- 1) Junior
- 2) Pro 85cc
- 3) High School
- 4) Ladies
- 5) E1
- 6) E2
- 7) E3 Seniors / Masters

In the event there are insufficient number of starters (6 riders on the start line), to comprise separate classes, Seniors and Masters classes will compete as one class – E3. This will be decided at the first event of the season. Should there be sufficient riders there will be a:

- i. Seniors
- ii. Masters

An Overall Champion winner for all classes competing over full time and distance.

**B) Hard Enduro Championship**

**South African National Hard Enduro Championship (HESA)**

**The aim is to declare a MSA National Hard Enduro Champion in the following classes:**

- 1) Gold
- 2) Silver
- 3) Bronze

**C) To declare the South African National Enduro and National Hard Enduro Manufacturer's Champions.**

- 1) 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.
- 2) Points will be awarded to the top finishing motorcycle of each manufacturer from each of the National Championship classes. If a class does not qualify at the event that class will be omitted from the scoring.

**D) To declare the RegionalCUP Champion (minimum MSA National CC Mcycle / Enduro licence required):**

- 1) RegionalCUP is a Regional Championship to determine the Champion Region for the National Enduro each year, based on the performance of riders representing each region as well as the number of riders representing the Region at the National Championships.
- 2) Points towards the RegionalCUP are earned as follows:
  - i. A rider finishing in the Top 3 of a National Enduro race has his/her points for that race allocated to their Regions RegionalCUP points pot, for example, Rider A from KwaZulu-Natal finishes 1st in Seniors class, and therefore 25 points for 1st place gets allocated to the Regions RegionalCUP points as well.

- ii. In summary, points are only valid for National classes, and only points for riders in the Top 3 per class will apply.
- 3) Regions receive 25 bonus points per National Round for each class with 5 or more riders representing the Region and starting the race.
- 4) The Champion Region receives the RegionalCUP floating trophy for the year, to be awarded at the final round of National Enduro Championship.
- 5) Rider Entry Bonus points:
  - i. Each paid rider entry received earlier than 14 days prior to the event receives a single bonus point towards the riders National Championship points – this is to assist Organisers / Promoters in gaining more accurate attendance rider numbers to assist with event planning in particular medical support, ablutions, catering and pit logistics.

**3. CHAMPIONSHIP PARTICIPATION**

- a) For a National Championship to be declared, there is to be an average of six (6) starters per National class calculated over the total number of rounds in the championship.
- b) Should there be less than 6 starters on the start line at Round 1, the class will be merged into the next most suitable class as determined by the MSA Enduro Working Group.
- c) The South African National Enduro Championship will comprise 6 rounds to be held at two, 3 day events, with 5 rounds to count.
- d) The South African National Hard Enduro Championship will comprise 4 rounds with all rounds to count.
- e) Competitors may not compete in more than one National Class.
- f) A Competitor needs to have participated in at least 1 Regional Enduro Championship event in order to qualify to participate in the National Championship Series.
- g) DNF and DNS's need to be clearly indicated on the Clerk of Course signed result sheets.
- h) All entries must appear on the result sheets.
- i) Event Evaluation forms need to be completed by every competitor that participated at an event – these are electronic and can be accessed via the Official notice Board.

**4. CHAMPIONSHIP POINTS**

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

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

- b) Should the rider change his/her nominated class during the racing year, points from the previous class will not be carried over to the new class.
- c) 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 event of a tie at the end of the season, the competitor with the greatest number of class wins will be declared the winner. Should the tie still not be resolved, the competitor with the highest points scored at the final event will be declared the winner. Should this still be ineffective in resolving the tie, the MSA Enduro Working Group will make a recommendation to MSA ManCom for consideration to declare the winner on such basis, as it deems fit.

**5. 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).

## 6. AWARDS

- a) Trophies Awarded for 1<sup>st</sup> to 3<sup>rd</sup> per class at each National Race
- b) Manufacturers Trophy awarded at each National Race
- c) SA National Enduro engraved Floating Trophies awarded to 2024 SA National Class Champions at the final National Enduro Prize giving.
- d) RegionalCUP engraved Floating Trophy awarded to the 2024 Champion Region at the final National Enduro Prize giving.
- e) Trophies must be of a high standard - for example silverware, glassware or laser engraved hard wood or Perspex (no plastic),
- f) National Enduro Champions keep Floating Trophies for the year of their reign, however they remain the possession of SA National Enduro and must be returned at the start of the new Enduro Championship season.

## 7. PRIZE GIVING

- a) Prize giving will be held as soon after the event as possible, unless exceptional circumstances occurred, and the prize giving venue had to be at the venue where the event was held.
- b) Unless a written excuse handed in at documentation, acceptable to the Clerk of the Course and the Stewards is given, the recipients who do not attend prize giving will forfeit their awards.

## 8. ELIGIBILITY OF COMPETITORS

### a) REQUIREMENTS

- i) All competitors must hold a valid MSA competition license for Cross Country Mcycles & Quads / Enduro. This license must be uploaded to the National Enduro Website and emailed to the event secretary prior to the start of the event.
- ii) Where the entrant is not the competitor, an Entrants license must be obtained from MSA prior to the submission of the entry. Failing this, the entrant's name will not be published in any documentation for the event. 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 GCR 113 (xv).
- iii) The minimum age to compete at National and Regional level shall be as per ART 8 b).
- iv) All competitors to register and create their profile on the National Enduro website and upload all supporting documentation and info required:
  - 1) ID
  - 2) MSA Licence
  - 3) Picture of the competitor
  - 4) Racing profile – sponsors etc.
- v) Competitors need to ensure that they have a cell phone or tracking unit when competing.

### b) CLASSES

<b>NATIONAL ENDURO CHAMPIONSHIP CLASSES – <i>minimum MSA National CC Mcycle / Enduro licence is required</i></b>		
<b>CLASS</b>	<b>CLASS AGE</b>	<b>CAPACITY</b>
E2	From the year of the competitors 18 <sup>th</sup> birthday and older	2-stroke over 201cc and 4-stroke over 251cc
E1	From the year of the competitors 16 <sup>th</sup> birthday and older	2-stroke from 125cc – 200cc and 4-stroke from 150cc – 250cc
High School	From the year of the competitors 13 <sup>th</sup> -birthday, to 31 <sup>st</sup> December of the year in which their 18 <sup>th</sup> birthday occurs. <b>PLEASE NOTE FOR THE 2025 SEASON: Open to competitors from the year of their 13th birthday – 17th birthday</b>	The maximum permissible capacity is 200cc 2-Stroke
Seniors	Seniors - From the year of the competitors 36 <sup>th</sup> birthday and older	Any Capacity Motorcycle
Masters	Masters - From the year of the competitors 46 <sup>th</sup> birthday and older	Any Capacity Motorcycle
Ladies	From the year of their 14 <sup>th</sup> birthday	Any Capacity Motorcycle

Pro85	From the year of the competitors 10 <sup>th</sup> birthday, to 31 <sup>st</sup> December of the year in which their 15 <sup>th</sup> birthday occurs.	The maximum permissible capacity is 85cc 2-stroke
Juniors	From the year of the competitors 7 <sup>th</sup> birthday, to 31 <sup>st</sup> December of the year in which their 12 <sup>th</sup> birthday occurs.	The maximum permissible capacity is 85cc 2-stroke
<b>SOCIAL CLASSES – minimum MSA One event Social CC Mcycle / Enduro licence is required</b>		
<b>CLASS</b>	<b>CLASS AGE</b>	<b>CAPACITY</b>
Social Class	Age restriction as per above classes.	Engine capacity as per above classes.

<b>NATIONAL HARD ENDURO CHAMPIONSHIP CLASSES – minimum MSA National CC Mcycle / Enduro licence is required</b>		
<b>CLASS</b>	<b>CLASS AGE</b>	<b>CAPACITY</b>
Gold	From the year of the competitor's 16 <sup>th</sup> birthday and older	2-stroke from 125cc-200cc and 4-stroke from 150cc-250cc.
	From the year of the competitor's 18 <sup>th</sup> birthday and older	2-stroke over 201cc and 4-stroke over 251cc.
Silver	From the year of the competitor's 16 <sup>th</sup> birthday and older	2-stroke from 125cc-200cc and 4-stroke from 150cc-250cc.
	From the year of the competitor's 18 <sup>th</sup> birthday and older	2-stroke over 201cc and 4-stroke over 251cc.
Bronze	From the year of the competitor's 16 <sup>th</sup> birthday and older	2-stroke from 125cc-200cc and 4-stroke from 150cc-250cc.
	From the year of the competitor's 18 <sup>th</sup> birthday and older	2-stroke over 201cc and 4-stroke over 251cc.
<b>SOCIAL CLASSES – minimum MSA One event Social CC Mcycle / Enduro licence is required</b>		
<b>CLASS</b>	<b>CLASS AGE</b>	<b>CAPACITY</b>
Social Class	Age restriction as per above classes.	Engine capacity as per above classes.

c) **NUMBER OF ENTRIES**

- i) 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.
- ii) 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.
- iii) If too many entries are received, the method used by the Organiser / Promoter to select the entries will be stipulated in the SR's.
- iv) 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.

d) **MEDICAL KIT**

All competitors must carry, at all times whilst racing, a First Aid Kit as detailed below:

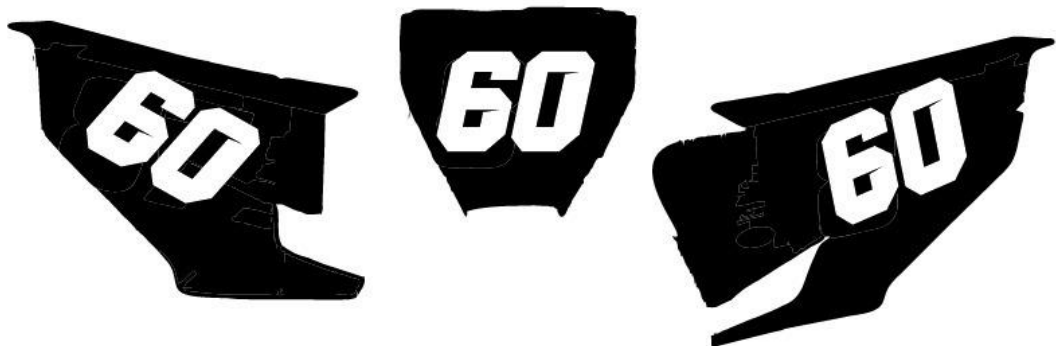
- 1 x Medical Board
- 1 x Space Blanket (protects from rain and sun as well as can be used to heat cold person and also can be used as a signal device)
- 1 x Triangular Bandage (multiple uses)
- 1 x 100mm Conforming Bandage
- 1 x CPR mouthpiece (recommended)
- 4 x Plasters (range of sizes)
- 1 x Pair Surgical Gloves

## 9.

### ELIGIBILITY OF MOTORCYCLES

#### a) ALL MOTORCYCLES MUST:

- i) Be fitted with ball-ended clutch and brake levers unless fitted with suitable protectors;
- ii) Be fitted with brakes operating on front and rear wheels;
- iii) Be fitted with a self-closing throttle;
- iv) Be fitted with adequate mudguards;
- v) Not have any fuel leaks;
- vi) Not discharge excessive exhaust gasses so as to raise an abnormal amount of fumes or in any way inconvenience another competitor;
- vii) Be fitted with folding foot pegs;
- viii) Competitors' attention is drawn to GCR246 with reference to advertising on the motorcycle;
- ix) Motorcycles must Comply with the following articles of the FIM Technical Rule for General and Enduro Section: *01.31 EXHAUST PIPES / 01.79 SOUND CONTROL*. These articles can be accessed on the FIM website - [http://www.fim-live.com/en/library/download/73533/no\\_cache/1/](http://www.fim-live.com/en/library/download/73533/no_cache/1/)
- x) The maximum allowed decibel reading is 112 dB/A measured with the "2 metre max" method for motorcycles.
- xi) Number boards must be as per the below number board template:



- xii) Scrutineering – Refer GCR 166, 245, 246 and 247. An electronic or hard copy self-declaration scrutineering form needs to be completed by each competitor. This completed form needs to be emailed to the event secretary prior to the start of the event. Random scrutineering may be carried out before, during and after the event. A penalty of exclusion will be applied for false declaration on the self-declaration scrutineering form. Organisers / Promoters, through the appointed officials, are required to check at least 10% of the entries for conformity to the self-scrutineering form. Deviances will be noted in a Scrutineering Logbook held by the Organisers / Promoter.
- xiii) Cameras and Recording Devices – No camera or recording device may be fitted to the crash helmet or anywhere on the body of any competitor. Offenders shall not be permitted to take part in the event until such time as the area of non-compliance is rectified – Refer GCR 124.

#### b) CHANGE OF MOTORCYCLE

Application for a change of motorcycle must reach the Clerk of the Course not later than thirty (30) minutes before the start of the competition – relevant form can be obtained from the Event Secretary.



## 10. ENTRIES

- a) The maximum entry fee for National events will be R3500.00 per 3-day event.
- b) The maximum entry fee for National Hard Enduro event will be R1000.00.
- c) Please note the National Entry Form link must be used for all entries – link will be on the Supplementary Regulations.
- d) Entries will close five (5) days before the event in the case of National events.
- e) Late entries will be accepted at the discretion of the Organisers / Promoters.
- f) Social class entries will be R350 per entry where possible at the discretion of the Organiser/ Promoter
- g) Refusal of entry – Refer GCR 99 and 100.
- h) Entry Fees include the MSA Enduro Working Group levies:
  - i) National Competitor – R30.00 per competitor
  - ii) Regional Competitor – R20.00 per competitor
  - iii) Junior and all other Competitors – R10.00 per competitor

## 11. PRE-EVENT

### 11.1 COMPETITION NUMBERS

All competitors must have an 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) Previous years' Championship winners may use a Gold number on the relevant class background. These number boards will be provided by the Enduro Working Group by the first round of the Championship season.
- b) Remainder of the National, Regional and Club numbers will be allocated as follows:
  - i) Motorcycles:  
21 – 999 (Will be reserved for Enduro and Cross Country Motorcycle National and Regional competitors)
  - ii) Junior Numbers (Jnr 50cc / Jnr 65cc / Jnr 85cc & Snr 85cc):  
J101 – J500
  - iii) Club Numbers:  
C1 – C999 (Will be reserved for Enduro and Cross Country Motorcycle and Quad, Club competitors)
  - iv) Social Numbers:  
X1 – X999 (Social CC Mcycle & Enduro licenced competitors)
- c) Competition numbers can only be reserved once a 2024 MSA competition licence has been purchased. Numbers will be allocated on a first come first served basis. For further information, please contact Carmen Hill at MSA Head Office on [carmen@motorsport.co.za](mailto:carmen@motorsport.co.za)
- d) The starting order for the first event of the year will be based on the overall results of the previous year.
- e) The following colour coded backgrounds and coloured numbers will be applicable for the relevant classes at all Enduro events:

<b>Class</b>	<b>Licence</b>	<b>Number Colour</b>	<b>Background Colour</b>
E1	Nat / Reg	White	Green
E2	Nat / Reg	White	Black
Seniors	Nat / Reg	Red	White
Masters	Nat / Reg	White	Royal Blue
High School	Nat / Reg	Royal Blue	White
Ladies	Nat / Reg	Black	Pink
Pro85 (Senior 85cc)	Nat / Reg	White	Royal Blue
Pro85 (Junior 85cc)		White	Orange
Junior	Reg	White	Black
Club	Club	Black	Yellow

- f) Previous years SA National Champions are recognized by a CHAMP board format for the current season:

<b>2023 National Class</b>	<b>Number Colour</b>	<b>Number Border</b>	<b>Background Colour</b>
E2	Super Chrome GOLD	White	Black
E1	Super Chrome GOLD	White	Green
High School	Super Chrome GOLD	Royal Blue	White
Seniors	Super Chrome GOLD	Red	White
Masters	Super Chrome GOLD	White	Royal Blue
Ladies	Super Chrome GOLD	Black	Pink
Pro85	Super Chrome GOLD	White	Orange
Junior	Super Chrome GOLD	White	Black

- g) 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.
- h) All letters must be the identical size to numbers.
- i) Motorcycles: Front & Sides 210 x150mm (Width & Height).
- j) Any competitor whose motorcycle / quad cannot comply with the above stated minimum sizes can apply to the Clerk of the Course who will make a decision entirely based on visibility and practicality.

## **12. THE RACE**

### **12.1 RIDERS BRIEFING**

Organisers / Promoters are required to hold a riders' briefing at a convenient time and location before the start of the race and all riders are required to attend. Should Organisers / Promoters make a riders briefing video, this is to be posted on the official notice board for each event.

### **12.2 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 overall points. For the second event, competitors will start according to the class points with riders competing in their Class and the Open class starting in Open. Discretion may be used by the COC should a non-ceded competitor enter the event and pose overwhelming prior experience.
- 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) Dust gap intervals will be at the discretion of the Clerk of Course. Late entries will start at the back, regardless of class.

### **12.3 STARTS**

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

### **12.4 TIME BAR**

- a) The time bar for either quads or motorcycles must allow for the delay in starting times between them.
- b) A fixed time will be published in the Supplementary Regulations (SR's).
- c) Time bars on the route will be advised in the final instruction or by official notice.
- d) 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.
- e) In determining time bars, Organisers / Promoters should set the time bars on safety and organisational deadlines rather than intending them to be punitive.

### **12.5 REPLENISHMENTS**

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

- a) No time allowance is made for replenishments, and they must be done during running time in working areas

- provided.
- b) In addition to the working areas located at the start and finish, others may be situated along the course and indicated on the route card.
  - c) Replenishment is only allowed in the working areas.
  - d) Replenishment is forbidden at the time check control table.
  - e) It is forbidden under penalty of exclusion for a rider to place his machine inside any enclosure (tent, van or similar) any time during the event for the purpose of replenishment or any other reason, except when authorised to do so by the Clerk of the Course.
  - f) No fuel may be carried other than in a tank or container permanently attached to the machine. The penalty for breaking this rule is exclusion.
  - g) The engine must be stopped and the rider must dismount during replenishment. The penalty for not stopping the engine and dismounting is exclusion.
  - h) The maximum distance between refuels is 60 km.
  - i) Any welding work in the working area is forbidden under penalty of exclusion.
  - j) Quick fillers are permitted at the working areas.
  - k) Service crews are required to carry a fire extinguisher with a minimum capacity of 2.5kg, which must be located next to the motorcycle being refuelled..
  - l) At refuels that are not accessible to service crews, the Organisers / Promoters shall have at least 4 x 2,5kg extinguishers set out in the working/refuel area. Fire strikers with an equivalent capacity may also be used.
  - m) The use of an environmental mat by competitors and/or service crew is compulsory.
  - n) Walking pace is the speed limit in the pit lane.
  - o) No competitor or service crew member may smoke within 5m of a motorcycle being refuelled.
  - p) "Splash and Dash" is exactly that, only refuelling may be done by the service crew, they may hold the bike and supply parts however only the rider may carry out any repairs. A "Splash and Dash" area will always be deemed as a working area.

## 12.6 OUTSIDE POWER

Throughout the event, a motorcycle must only be moved by its proper engine power, the physical efforts of its rider, or some natural cause. The penalty for breaking this rule is exclusion.

## 12.7 OUTSIDE ASSISTANCE

- a) All outside assistance is forbidden, other than the normal assistance given at the official working areas.
- b) The term "outside assistance" refers to the act involved when any person, other than the rider or an official performing his duties, comes into contact with the motorcycle. Outside assistance may be given by another competitor who is still racing and eligible to be classified as a finisher.
- c) Competitors who have retired or crossed the finishing line may not render assistance. Outside assistance from any other outside source is prohibited except in the working areas.
- d) Should a competitor need to leave the course and return to the working area to carry out repairs, the rider must re-join the course at the point where they left the course. The penalty for returning to the working area is 3600 points (1 hour). However, this would not affect a rider that leaves their bike on the course and walks back to the work area for spares, and walks back to their bike to carry out the repairs themselves. Carrying of fuel on to the course is strictly forbidden.
- e) Service crews and/or service vehicles are not permitted on the racing route other than at working areas, and may not render assistance in any form whatsoever, except at these areas. Service crews may not establish "spares depots" or leave spares, tyres, fuel, lubricants etc. at any point other than the working areas whether on the route or accessible from the route. The penalty for receiving outside assistance is exclusion.
- f) 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.

## 12.8 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 half the distance of one lap or half the laps of the class – depending on if the event is Hard Enduro or Enduro. To be clarified in the Event SRs.

## 12.9 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 blocking caused by another competitor cannot be accepted as an abnormal circumstance.
  1. 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 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.
  2. 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.
    - ii) Upon the arrival of a second competitor at an accident scene where injuries have been sustained, either the first competitor or the second competitor must;
      - Make a note of the approximate time. GPS's may be used to record accurate times.
      - Where either competitor carries a GPS to establish the co-ordinates of the accident, write them down or mark a waypoint, alternatively to make notes of the approximate whereabouts of the accident.
      - Proceed along the race route to the next marshal point and accurately report the information to that marshal.
      - At the time of reporting to the marshal any time taken which may need to be compensated, together with the names/race numbers of any other competitors rendering assistance and remaining with the injured competitor must be related to the marshal for verification purposes.
    - iii) Competitors arriving subsequently at an accident scene are similarly required to stop and may relieve the assisting competitor.
    - iv) This process is to be followed by all subsequent competitors.

## 12.10 TIME CHECKS

- a) Time checks will be set up:
  - i) At the start at the beginning of each day's run.
  - ii) At intermediate points selected by the Organiser / Promoter and the location of which, together with the prescribed driving time between these check points, will be indicated on the route card; distances will be given in kilometres measured carefully and correctly.
  - iii) At certain points selected by the Organiser / Promoter for time checks and for special tests.
  - iv) The average speed to be maintained between one time check and the next must not exceed 50km/h.
  - v) In case of force majeure (e.g. worsening weather conditions) the Clerk of the Course may change the time schedule to one of the slower schedules immediately before the start or before each lap.
  - vi) All time checks will be taken in full minutes and seconds.

- vii) The onus is on the Organiser / Promoter to provide personal at the start and finish of each special test, to record manual start and finish times.
- b) Indication of Time checks:
    - i) A time check will be indicated by a board placed 5 to 10 meters before reaching the control table. These boards will be placed so that they are at all times clearly visible to the riders.
    - ii) A time clock synchronised with the time control clock will be positioned 5 to 10 meters before the control table. After the rider has passed the display clock with his motorcycle he must immediately present his time card to the control table or on demand to an official.
    - iii) Riders are prohibited from stopping between the clock and the control table and will be penalised for doing so, 60 points in addition to any time penalties.
    - iv) A rider may pass the final time check before the scheduled time without penalty. At each time check, the Organiser / Promoter must keep a checklist on which is inscribed, in chronological order, the numbers of the riders who pass as well as their times in hours and minutes. Pre-printed passage control lists are not authorised. In case of dispute, the checklist will be considered official.
  - c) Time cards / Route cards:
    - i) Any rider who fails to get his time card marked at a time check with the intention to deceive the Organisers / Promoters by altering or obliterating any entry on his time card, or using another rider's card, will be excluded.
    - ii) Any rider who accidentally loses his time card must obtain another from the official in charge of the main time control. This new card must be used at that checkpoint and at all the following checks.
    - iii) A rider who misses a time check will be penalised 3600 points for a first offence and excluded for more than one.
  - d) Arrival Allowance:
    - i) A rider is permitted to arrive at any Time Check, other than a starting time check, up to one full minute before or after his time without penalty. This allowance is designed to cover time differences and is called "the arrival allowance" (AA). i.e. one minute early and one min late.
    - ii) Riders who arrive at a time check, more than one minute before or after their time are penalized 60 points per minute in excess of the AA according to the time registered by the clock. The penalty is only applied in whole minutes.
  - e) Calculation of Time check penalties:
    - i) Each section between time checks constitutes a test in itself. Riders who do not respect the time permitted, including the AA, between one time check and the next, will be penalised 60 points per minute early or late arrival according to the clock.
    - ii) In order to compensate any possible differences between the times recorded at the time checks a tolerance of +1 minute and- 1 minute will be granted i.e. the AA.
  - f) Time limit:
    - i) A rider who arrives at a time check more than 60 minutes after his due time of arrival will be excluded.
    - ii) The AA of one minute cannot be applied in such a case. However, the rider may, under his own responsibility, continue on the event until the Clerk of the Course takes the final decision.
  - g) Claims to Special time allowance:
    - i) If a rider can convince the COC that he was delayed by abnormal circumstances outside his control, such as a delay occasioned because he had to stop to render first aid in the case of a serious accident, an allowance may be granted.
    - ii) Alleged balking caused by another rider cannot be accepted as an abnormal circumstance.

## **12.11 TIMEKEEPING**

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

## **12.12 PITS / DESIGNATED SERVICE POINTS (DSPs)**

- a) Competitors are allowed to proceed at idling speed only, maximum thirty (30) km/h and without recklessness, through any pit or DSP.

- b) Competitors will be compelled to stop for servicing at a DSP on the extreme side of the pit lane. Competitors not adhering to this ruling will be penalised accordingly.
- c) Competitors may overtake in pit lane, provided they adhere to point i) above.
- d) Live Pits are to be used for all National Enduro and Hard Enduro events, unless prior written permission from the Working Group has been received.
- e) Live pits should be used for all National events where possible.
- f) Live pits should have clearly marked race lane and pitting lane from the pit start to the pit end.
- g) Organisers/Promoters should try to slow the live pits down with turns where possible.
- h) A rider should look when changing lanes from the pit lane to the race lane. Should a rider be deemed to be reckless, a penalty may be applied by the Clerk of the Course.

### 12.13 ACCEPTANCE OF OFFICIALS DECISIONS

- a) Every rider 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 rider also consents not to publish any advertising concerning the results until the official results have been issued by the Organiser / Promoter, 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.

### 12.14 REQUESTS FOR EXPLANATION

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

### 12.15 ENVIRONMENTAL

Refer to MSA Environmental Code:

<https://www.motorsport.co.za/wp-content/uploads/2024/01/2024-MSA-Environmental-Code-13.12.2023.pdf>

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.
- b) All competitors to have an MSA approved 2.5kg fire extinguisher, located next to the vehicle being refuelled.
- 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 exclusion by the Clerk of the Course.

### 12.16 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 15. Competitors ignoring a stop, road or rail crossing and not ensuring that it is safe to cross will be excluded – Refer ART 15.
  - 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 15.
  - 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.

### **13. THE COURSE**

#### **13.1 COURSE DESIGN**

The course must be designed to accommodate all levels of rider while still providing a true test for each class. The course should include class specific bypasses around extreme technical section. The entire racecourse is to be raced by competitors from start to finish.

- a) Competitors may walk and inspect the first 500m of the track for safety purposes.
- b) If Motocross or Endurocross type sections or obstacles are included in the track, competitors may be allowed a pre-race sighting run of that track or obstacle for safety purposes at the discretion of the Route Director.
- c) No steel stakes or any material that can impale a competitor may be used to hold barrier tape to demark the route.
- d) No practicing will be allowed 28 days before the start of the event, and the penalty for practicing is exclusion. All decisions in this respect shall be referred to the Clerk of the Course.
- e) 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.
- f) 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, timekeepers and officials to work efficiently together.
- g) Competitors may not stop between the finish line and the twenty (20) metres leading up to the stop sign / line.
- h) Organisers / Promoters are to take all precautions possible to alleviate the possibility of “bottle necks” on the route.

#### **13.2 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.
- b) Average speed of average riders should be 15-25km/h
- c) Riders should not be at maximum speed for longer than 200m depending on terrain. A bunting / chicane system should be used to break high speed zones.
- d) Course distances should allow for no less than three (3) hours of riding time for a top ten Pro-rider (Route Director makes this estimation)
- e) A cut off to be enforced when the leader completes his / her required time or distance.
- f) Competitors that do not complete their time or distance qualify as a finisher and pass the chequered flag, provided they complete more than 50% of their class race distance.
- g) Where possible course designers must make more than two (2) lines in technical sections to alleviate bottlenecks.
- h) A necessary refuel point on the course may be implemented.
- i) GPS's are compulsory for all National classes.
- j) Competitors making use of non-Garmin units or non-USB connections must supply cabling so that Organisers / Promoters can communicate with their GPS.
- k) Competitors are responsible for ensuring race officials can receive a complete data log of their day's event
- l) 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.
- m) Organisers / Promoters will download at least five (5) units per event.



- n) Enduro events will be a start to finish (flag to flag) event. The winner will be the competitor that completes the course for his class in the shortest time.
- o) The route may traverse cultivated and grazing land (veld), and be set to avoid damage to vegetation and crops,
- p) Competitors should ensure that they afford another competitor every opportunity to overtake in the interest of fairness and safety.
- q) Competitors failing to adhere to the above may be reported to the Clerk of the Course who will take the necessary action.
- r) Competitors and crews are to be considerate to the landowners when retrieving stranded racing motorcycles and to ensure that damage to cultivated and grazing lands is avoided. Failure to comply will result in disciplinary action being taken against the competitor concerned.

### 13.3 SPECIAL TESTS

- a) Explanation for the Special Tests:
  - i) The maximum total distance of special tests may not exceed 60% or be less than 20% (subject to force majeure on the day) of the total distance of the event.
  - ii) There will be a minimum of two special tests per lap, made up of at least one Enduro test, a Cross or MX test or an Extreme test.
  - iii) Guidelines for special distances:
    - Enduro test (ET) min distance - 5km, max distance - 20km
    - Cross test (CT) and MX test min distance- 1km, max distance - 8km Extreme test (XT) max distance 3km
  - v) There will be a minimum of three special tests per event. Enduro tests may only be timed on the competitor's second passing.
  - vi) The ET and CT course must be selected so that the average speed does not exceed 50 km/h. The XT course must be selected in such a way that the recommended average speed does not exceed 25 km/h. The extreme special shall have a minimum required width of 4 m with at least two rideable lines where the width is less than 4 m.
  - vii) MX, CT and XT tests must have a clearly marked route, clearly demarcated to the width of the course. Where the route comes into close proximity of itself the necessary bunting needs to be in place to ensure that a rider cannot short cut the route. Special tests are to be set up 24 hrs before the start of the competition, to allow riders to walk the test from 12 noon on the Friday before the event. In the event of a double header, the first lap of the second day would be a sighting lap, to eliminate the need to walk the specials before the race.
  - viii) Penalty for walking tests before 12 noon on Friday is exclusion.
  - ix) No steel stakes or any material that can impale a rider may be used to hold barrier tape to demark these tests.
  - x) Organiser / Promoter are to be very careful when setting up special tests as once a test has been walked or ridden on the first lap by competitors it may not be changed for any reason, so if it becomes impassable during the event for any reason the specific test must be cancelled and riders who have already scored in the section will have their scores removed from the results.
  - xi) Special tests will be carried out with timekeeping. The penalty for traversing the test by wheeled vehicle, in advance of the timed test, will be exclusion. No practicing will be allowed and the penalty for practicing is exclusion.
  - xii) The rider must cross the finish with a flying finish and stop at the stop control, which will be situated at least 20 metres after the finish line and will be clearly sign posted. Riders may not stop between the finish line and the 20 metres leading up to the stop sign / line. The course must be selected so that the average speed should not exceed 50 km/h.
  - xiii) The start will be from a line with the machine stationary and engine running.
  - xiv) Organisers / Promoters are to take all precautions possible to alleviate the possibility of "bottle necks" in special tests, if possible to keep Club and Novice riders out of these sections.
  - xv) The classification of riders in special tests will be calculated on the basis of achieved times and converted into points (seconds = points).
  - xvi) At Cross and Extreme tests that are set up in a loop fashion with the start and finish points in the same area, competitors may remove their tripper and tool bags before starting the test and must collect them after completing the test. This is not allowed during the Enduro tests.
- b) Time Checks for the Special Tests:
  - i) The start of a special test must be marked with a "start" sign and the end with a "finish" sign, and the course itself marked according to Art. 28 of these regulations.
  - ii) A starting line will be marked on the ground and the official will give the start signal. The time of the special

- test is registered when the rider crosses the finish.
- iii) These tests will be timed in seconds.

- c) Final Impound:
  - i) At the final impound, or within 30 minutes later, one or more engines of the motorcycles having finished the competition may be examined.
  - ii) If any engine is found not to comply with the capacity of the class in which it was entered, the rider concerned will be excluded.

#### 14. **ISDE QUALIFICATION** **2024 QUALIFICATION CRITERIA**

##### A) ISDE WORLD TROPHY:

- i) Applicant must be the holder of a National MSA Licence and South African Passport;
- ii) Applicant must currently compete in a Junior or Senior Enduro or Cross Country Motorcycle National Championship under MSA in the year of applying;
- iii) Must have won a Cross Country Motorcycle or Enduro National Championship Title in a Senior Category
- iv) Must be financially eligible for travel to the International event;
- v) Must be 20 years or older at the time of selecting the team for the event to be considered for the World Trophy team;
- vi) Should National Champions not be available to compete, the current top 5 riders in a Senior category at time of selection may apply.

##### B) ISDE JUNIOR TROPHY:

- i) Applicant must be the holder of a National MSA Licence and South African Passport;
- ii) Applicant must currently compete in a Junior Enduro or Cross Country Motorcycle National Championship under MSA in the year of applying;
- iii) Must be eligible for travel to Spain in 2024
- iv) Must be 23 years or younger at the time of the even to be considered for the World Trophy team;
- v) The top 5 riders in a National Championship class at the time of selection can apply for a junior trophy should they meet the above criteria too.

##### C) MSA Enduro Working Group in consultation with the MSA Cross Country Mcycle Working Group:

- i) Have final decision on any Enduro team chosen to represent South Africa at international events;
- ii) Shall motivate all team selection to MSA ManCom for final approval in conjunction with the MSA Enduro and Cross Country Mcycle Working Groups;
- iii) Shall make the selection criteria known for each International event prior to the start of each season.
- iv) Link to be completed ONLY if the above criteria has been met:  
<https://forms.gle/PftRRM1GMtnjZ5Tx9>

#### 15. **PENALTIES**

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, if not specifically referred to in these SSRs:

##### a) Points

- i) Missing one route check or time check: + 3600 points.
- ii) Early arrival at time check, i.e. for each minute early arrival, before the AA: +60 points
- iii) Late arrival at a time check, i.e. every full minute after the AA: +60 points
- iv) Deviating off the route to gain an advantage i.e. turning inside double markers, turning inside marking stakes or bunting, being further than 20 metres away from a single marker (1st offence): +600 points.
- v) Exceeding walking pace in the pit lane: +60 points
- vi) Unable to provide race officials with complete data log from GPS: +600 points.
- vii) Leaving the course to carry out repairs in the working area +3600 points.

##### b) Five (5) Minutes

- i) For jumping the start – five (5) minutes

- c) Ten (10) Minutes
- i) For not first ensuring that it was safe to cross a road crossing before pulling off from a stop control.
- d) Fifteen (15) Minutes
- i) For leaving a decontrol ahead of time
  - ii) Any transgression of Art. **12.15** per occurrence – fifteen (15) minutes or Exclusion depending on severity
  - iii) For the first Checkpoint missed
- e) Thirty (30) Minutes
- i) Failure to wear a helmet or protective clothing whilst racing.
  - ii) For failing to refuel on an environmental mat
  - 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)
  - iv) For the second Checkpoint missed, over and above the fifteen (15) minute penalty for 1<sup>st</sup> checkpoint missed.
  - v) Should a competitor return an unrealistic lap time or it is obvious that the competitor has deviated from the route and the competitor has gained an advantage, **the penalty may be amended at the discretion of the COC.**
  - vi) Removing the GPS from the motorcycle, unless requested by a race official
- f) Sixty (60) Minutes
- i) Failing to have a 2.5kg fire extinguisher available, located next to the vehicle being refuelled
  - ii) Leaving the course to carry out repairs in the working area without returning to the point where they left the course.
  - iii) Penalty for more than three (3) Checkpoints missed, over and above the fifteen (15) minute and thirty (30) minute penalties for the 1<sup>st</sup> two (2) checkpoints missed
- g) One (1) Lap Penalty  
Minimum of a one (1) Lap penalty for a lost Route Check Card
- h) Exclusion
- i) Receiving spare parts outside the working area other than by another competitor who is still actively racing and is eligible to be classified as a finisher.
  - ii) Deviating off the route (2<sup>nd</sup> offence)
  - iii) For failing to carry out the instructions of an official
  - iv) Smoking while refuelling or working on the motorcycle.
  - v) Being more than sixty (60) minutes late at the start
  - vi) Replenishment outside areas provided for this purpose by the Organisers / Promoters, or carrying fuel in a container not securely affixed to the motorcycle.
  - vii) Not stopping the engine and dismounting during replenishment
  - viii) Carrying out any kind of welding work in the working area - 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.
  - ix) Using outside power.
  - x) Accepting outside assistance - 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.
  - xi) Being accompanied by a retired or non-competitor
  - xii) Knowingly riding in the reverse of the route
  - xiii) Starting the race without 1 (one) litre of drinking fluid, medical board and a first aid kit
  - xiv) Altering a route check card or using another competitor's route check card
  - xv) A competitor who misses a manned check point more than once at the discretion of the Clerk of the Course
  - xvi) Late arrival at a time check, exceeding 60 minutes after original starting time.
  - xvii) Practicing on the course

- xviii) Engine capacity, frame or Engine Number not complying with that stated on the self-scrutineering form or change of engine or frame.
- xix) For any false declaration on the self-scrutineering form
- xx) Not stopping and putting one foot on the ground at a road or railway crossing
- xxi) Failure to hand in route check cards at the end of the day, at the end of each lap or on retirement
- xxii) Walking special tests before 12 noon on the Friday before an event.
- xxiii) For failing to hand in a GPS for route download when so requested
- 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