



2025

## WC Regional Standing Supplementary Regulations

### WC Enduro Motorcycle Championship



Version 2

8 April 2025

Ref: WC 102-25

## REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

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. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

## AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
6.5	Immediately	8 April 2025	Wording added and removed

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All race meetings shall be held under the 2025 General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Regional Regulations, the event Supplementary Regulations (SR's) and any applicable Circulars of MSA for Enduro. In the event that the Regional Rules are silent, then the National rules shall, at all times prevail.

**1. CONTROLLERS**

Will be Motorsport South Africa (hereinafter referred to as MSA Regional Western Cape Motorsport Committee).

**2. AIM OF THE CHAMPIONSHIP**

The MSA Western Cape Regional Motorsport Committee at its sole discretion shall declare the winners of the 2025 Regional Championship in the following classes:

<b>WC REGIONAL ENDURO CHAMPIONSHIP CLASSES:</b>		
<b>ENDURO CLASS</b>	<b>CLASS AGE</b>	<b>CAPACITY</b>
<b>E1</b>	From the year of the competitor's 16 <sup>th</sup> birthday and older	Up to 200cc 2-stroke and 250cc 4-stroke <b><u>PLEASE NOTE FOR THE 2026 SEASON: Up to 250cc 2-stroke and 250cc 4-stroke</u></b>
<b>E2</b>	From the year of the competitor's 18 <sup>th</sup> birthday and older	2-stroke over 201cc and 4-stroke over 251cc <b><u>PLEASE NOTE FOR THE 2026 SEASON: 2 Stroke over 255cc and 4 stroke over 255cc</u></b>
<b>E3 (Seniors and Masters)</b>	E3 Seniors - From the year of the competitor's 36 <sup>th</sup> birthday and older <b><u>PLEASE NOTE FOR THE 2026 SEASON: Seniors - From the year of the competitor's 37<sup>th</sup> birthday and older</u></b>  E3 Masters - From the year of the competitor's 46 <sup>th</sup> birthday and older	Any Capacity Motorcycle  Any Capacity Motorcycle
<b>High School</b>	From the year of the competitor's 13 <sup>th</sup> birthday, to the 31 <sup>st</sup> of December of the year in which their 17 <sup>th</sup> birthday occurs. Please note that the age of female competitors will be from the year of the competitor's 13 <sup>th</sup> birthday, to the 31 <sup>st</sup> of December of the year in which their 18 <sup>th</sup> birthday occurs. <b><u>PLEASE NOTE FOR THE 2026 SEASON: Open to competitors from the year of their 13<sup>th</sup> birthday – 16<sup>th</sup> birthday</u></b>	The maximum permissible capacity is 200cc 2-stroke  <b><u>PLEASE NOTE FOR THE 2026 SEASON: The maximum permissible capacity is 150cc 2 stroke</u></b>

	<b>Open to female competitors from the year of their 13th birthday – 17th birthday</b>	
<b>Pro 85</b>	Open to competitors from the year of their 10 <sup>th</sup> birthday, to 31 <sup>st</sup> December of the year in which their 15 <sup>th</sup> birthday occurs. Please note that the age for female competitors will be from the year of the competitor’s 10 <sup>th</sup> birthday, to 31 <sup>st</sup> December of the year in which their 16 <sup>th</sup> birthday occurs. <b>PLEASE NOTE FOR THE 2026 SEASON: Open to competitors from the year of their 10<sup>th</sup> birthday – 14<sup>th</sup> birthday Open to female competitors from the year of their 10th birthday– 15<sup>th</sup> birthday</b>	The maximum permissible capacity is 85cc 2-stroke cooled or 150cc 4-stroke.
<b>Junior (85cc Junior and 65cc)</b>	Open to competitors from the year of their 7 <sup>th</sup> birthday, to 31 <sup>st</sup> December of the year in which their 13 <sup>th</sup> birthday occurs. Please note that the age for female competitors will be from the year of the competitor’s 7 <sup>th</sup> birthday, to 31 <sup>st</sup> December of the year in which their 14 <sup>th</sup> birthday occurs.	The maximum permissible capacity is 85cc 2-stroke cooled or 150cc 4-stroke.

3. **ELIGIBILITY** – Refer Art 8 of the 2025 MSA National Enduro SSR’s  
All competitors must hold a valid MSA competition licence for Cross Country Motorcycles & Quads / Enduro. This license must be uploaded to the CSMX Enduro Website via the scrutineering form and emailed to the event secretary prior to the start of the event.
  
4. **DEFINITION AND DURATION**  
The events shall be a test of riding skill and physical endurance of both rider and machine over an unseen cross-country route or course. The events may incorporate or consist wholly of Regularity Stages or Racing Stages and Special Stages. The minimum distance of a qualifying event shall be 100km in length or three hours riding duration, whichever is the lesser.
  
5. **CHAMPIONSHIP EVENTS**  
All events to count in determining the final positions, however, should less than five qualifying events be held, the championship will not be declared.

## 6. POINT SCORING

1 <sup>st</sup>	400 points	16 <sup>th</sup>	120 points
2 <sup>nd</sup>	360 points	17 <sup>th</sup>	110 points
3 <sup>rd</sup>	330 points	18 <sup>th</sup>	100 points
4 <sup>th</sup>	300 points	19 <sup>th</sup>	90 points
5 <sup>th</sup>	270 points	20 <sup>th</sup>	85 points
6 <sup>th</sup>	250 points	21 <sup>st</sup>	80 points
7 <sup>th</sup>	230 points	22 <sup>nd</sup>	75 points
8 <sup>th</sup>	210 points	23 <sup>rd</sup>	70 points
9 <sup>th</sup>	190 points	24 <sup>th</sup>	65 points
10 <sup>th</sup>	180 points	25 <sup>th</sup>	60 points
11 <sup>th</sup>	170 points	26 <sup>th</sup>	55 points
12 <sup>th</sup>	160 points	27 <sup>th</sup>	50 points
13 <sup>th</sup>	150 points	28 <sup>th</sup>	45 points
14 <sup>th</sup>	140 points	29 <sup>th</sup>	40 points
15 <sup>th</sup>	130 points	30 <sup>th</sup>	35 points

31<sup>st</sup> to 60<sup>th</sup> position decreasing by 1 point per position (from 30 downwards)

6.1 In order for a class to qualify for Regional Championship status at each round, there must be a minimum of six (6) eligible starters.

6.2 Full points will be awarded to eligible competitors, irrespective of the number of starters for the event. These points, so allocated, will be included in the total points scored by the competitors in determining the final championship positions at the end of the year.

**However, in order for the Championship to be declared, the Championship must still meet the minimum criteria in terms of number of events run with the minimum number of eligible starters per event**

6.3 Championship points are awarded as above, except that club licence holders do not score.

6.4 Competitors who are not eligible for the championship will be ignored in the number of starters as well as for the purpose of championship points. Organisers must indicate these competitors on the results.

6.5 ~~Competitors in the combined classes E3 (Seniors and Masters) and Juniors (85cc Junior and 65cc) will be eligible for a 30 point bonus per event. It's important to note that this bonus applies exclusively to Master and 65cc competitors.~~ **Competitors competing in the regional Master class (which forms part of the E3 class) and the Regional 65cc class (which forms part of the Juniors class) will be eligible for a 30-point bonus per event.** This additional

scoring is designed to provide a fair boost for Master and 65cc riders who may be facing a slight disadvantage, ensuring a more balanced competition.

## 7. NUMBER OF EVENTS TO COUNT

7.1 There will be five (5) qualifying events for the WC Regional Championship, with all rounds to count.

7.2 To qualify to score points in the nationals, riders must take part in one (1) regional round.

**8. SEPARATION OF TIES**

Any ties will be in favour of the competitor with the greater number of firsts. If this fails, the greater number of seconds will count, then thirds and so on. If the tie still remains, performance in all championship events will be taken into consideration and if this is ineffective, the MSA Western Cape Regional Committee will declare the winners on any basis it may deem fit.

**9. ANNOUNCEMENT OF POINTS AWARDED**

Championship scoring will be available on the Motorsport SA website ([www.motorsport.co.za](http://www.motorsport.co.za)) and any objections concerning the scoring must be received by MSA in writing no later than seven (7) days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.

**10. DECLARATION OF CHAMPIONS**

The Controllers, at their sole discretion, are responsible for declaring the winner of the Championship or to withhold such declaration.

**11. PENALTIES**

Refer ART 15 of the 2025 MSA National Standing Supplementary Regulations for Enduro and Hard Enduro.

**12. EXCLUSIONS**

When a competitor has, with the approval of the organisers, assisted with the organization / planning of the event, the penalty of exclusion will not apply. The names of the competitors who have "officially" assisted must be advised to the COC prior to the event and reported as such to MSA.

**13. SOCIAL MEDIA**

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 videos. As such, competitors should be aware that their conduct on social media regarding MSA, the Championship, the Club, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and/or MSA into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that MSA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. 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.