



NAMIBIA

MOTORSPORT

FEDERATION

NMSF STANDING SUPPLEMENTRY REGULATIONS

ENDURO/BAJA

STANDING SUPPLEMENTARY REGULATIONS AND SPECIFICATIONS FOR ENDURO/BAJA FOR 2023 - 2024

SSR 100

The NMSF holds the sporting authority to govern Motorsport as conferred by the FIA, FIM, FIM Africa and any other international or national sporting bodies, and is hereby recognized as the supreme body for governance of the National Championship Series and events. (Refer Part 1 SPR's)

The NMSF Commission or, if necessary, the Executive Committee of the NMSF is the supreme authority which decides on the interpretation of the rules of the SSR's and its Appendices. (Refer SPR 70 and 228)

101. DEFINITION

The Namibian National Enduro / Baja Championship, hereafter referred to as Enduro, is a sporting event staged over a varied terrain and is destined to test the endurance of riders and the resistance of their machines. The maximum duration of the event is 1 day racing, with the minimum distance to be covered during the race of 150 km or 3 hours.

The course can be divided into stages and the stages in one or more selective sectors. The number and length of the stages and selective sectors should be adapted to the difficulties of the route and such that the race develops during daylight for all competitors.

To reach the end of each course, the rider must follow the indications along the route.

Refuelling places must be provided at least every 50 km.

102. RULES

An Enduro is run in accordance with:

- The Sporting Code of the Fédération Internationale de Motocyclisme (FIM & FIM Africa)
- The rules lay down by the NMSF
- The Supplementary Regulations for the Enduros.

102.1 The Clerk of the Course shall be responsible for application of the Rules during the running of the event, which shall be under the control of a Jury composed of Sporting Stewards in compliance with the NMSF 'SPR's'. In events including more than 100 riders, the presence of an Assistant Clerk of the Course, holder of an FIM Africa/ NMSF valid licence is compulsory.

102.2 The Jury / Steward / Referee who shall alone have the power to decide shall examine any complaints relating to the application of the Rules, or any case not provided for.

102.3 Any modification or additional provisions shall be announced by means of Final Instructions. The Final Instructions will be dated, numbered, and signed. These final instructions will form an integral part of the Rules and shall be posted on the official notice board for the Enduro. They shall also be communicated directly to the competitors in the shortest possible time.

102.4 The NMSF may appoint, in addition to the sporting observers and stewards, the Clerk of the Course for the event. These persons shall be under the responsibility of the Organiser.

102.5 The Supplementary Regulations for the event shall be drawn up by the Organiser in agreement with the SPR's of the NMSF and under the control of the NMSF.

102.6 Officials forming the sporting and technical management of the event must be holders of a valid FIM AFRICA/NMSF licence.

102.7 The NMSF permit may only be given to the Organiser if the following conditions are met:

- a) Copy of the Supplementary Regulations
- b) Confirmation of the Third-Party Insurance for the Organiser, in accordance with local laws.
- c) Detailed description of the Medical support available during the event.

103. TERMINOLOGY

NMSF:	-	Namibian Motor Sport Federation (governing body)
Stage:	-	Each part of the Enduro – separated by a controlled stop
Liaison:	-	Section of route between two successive time checks
Special:	-	True speed test in real time. (Also called Special Test)
Fixed penalty:	-	A time penalty to be added to penalties already incurred by riders in precise cases and specified in the Supplementary Regulations.
Neutralisation:	-	Time during which the riders are stopped by the Clerk of the Course.
Final Instructions:	-	Official bulletin forming an integral part of the Supplementary Regulations of the Enduro and intended to modify them, give more details or supplement them. The additives are numbered, dated and signed: a) By the organiser, up to the day of the controls and notified by the NMSF. b) By the Jury throughout the running of the Enduro.
Exclusion:	-	Exclusion penalty decided by the Race Jury following an important infringement foreseen or unforeseen in the sporting rule.
Time Bar:	-	The time bar will be the time for exclusion of slower competitors as stipulated in the Supplementary Regulations, Final Instructions or Official Bulletin.
Check Control:	-	Transponder, Marshal, and Clicker

104. MOTORCYCLES / QUADS

104.1 Cross-Country Enduros are open to motorcycles of any kind. These motorcycles shall comply with the rules of safety laid down by the FIM/ FIM Africa and the NMSF.

104.2 Motorcycles shall be classified as follows:

National

CLASS 1- Junior Pro: Minimum age: 16 years, maximum age: 20 years.
Minimum Engine Capacity: 150cc 2-Stroke / Maximum Engine Capacity: 300cc 2-Stroke, 250cc 4-Stroke, 350cc Freeride.

CLASS 2- Pro Open: Minimum age: 16 years
No Engine capacity restriction

CLASS 5- Senior: Minimum age: 38 years
No Engine capacity restriction

CLASS 7- Intermediate: Minimum age: 14 years
No Engine capacity restriction

Non-National

CLASS 10- Rookies: Minimum age: 12 years
Minimum Engine capacity 85cc

CLASS 11- Beginners: Minimum age: 6 years, Maximum age 12 years.
Maximum Engine capacity 100cc 2-Stroke, 150cc 4-Stroke

104.3 Age Restrictions:

The rider may enter the class in the year that he/she will be turning the minimum required age. (i.e., if the rider turns 6 in May 2022, he/she may enter the class with minimum age 6 from January 2022.) The rider may take part in the class of their maximum age until end of December of the year the competitor turned the maximum age.

104.4 To constitute a class, there must be 4 riders at the close of registration. No change of class during an event will be authorised.

104.5 To be regarded as a finisher in class 2 a Rider must have finished one lap less than the leading Rider, crossed the finish line and received the checkered flag. This is only applicable to Class 2 and if race is run in a loop configuration. Normal scoring will apply.

104.6 - KTM Freeride

It is hereby confirmed that the KTM Freeride models are deemed to be eligible to take part in enduro and off-road motorcycle events held under the auspices of NMSF and FIM Africa. The Freeride 250 (although a 2-stroke) shall be considered to be the same as a 200cc 2-stroke or a 250cc 4-stroke for the purposes of the regulations and the Freeride 350 shall be considered to be the same as a 250cc 4-stroke for the purposes of the regulations. It is further confirmed that these motorcycles must be raced in their standard configurations as available to the general public from an official dealer; with the following being the only permitted exceptions:

- a) The air filter may be changed;
- b) A slip-on silencer may be fitted;
- c) Different tyres may be used;
- d) Gearing may be changed via the use of different sprockets;
- e) The KTM-approved mapping option may be utilised on the Freeride 350.

105. ACCEPTANCE OF RIDERS

105.1 The riders must be holders of a valid NMSF licence.

105.2 Through the duration of the Enduro, if the competitor is a legal person, all his obligations and responsibilities shall be borne in total, jointly and un-dividedly by the rider declared on the entry form.

105.3 Any unfair, incorrect or fraudulent action affected by the competitor or rider, shall be judged by the Jury / Steward / Referee who shall decide on any penalty, which may include exclusion from the race.

105.4 Riders aged minimum 16 years are eligible to participate, providing they hold a national licence issued by the NMSF.

Should a supporting event be included for Junior competitors the minimum age will be 6 years, however the route for Juniors must not traverse or cross any public roads.

106. OFFICIALS DEALING WITH RIDERS AND COMPETITORS

106.1 The officials responsible for relations with the riders must be readily identifiable and be present at:

- a) The administrative and technical controls
- b) The start and finish of the event

107. ENTRIES

107.1 Any person wishing to take part in an Enduro must send to the Organisers the entry form signed and accompanied by the amount of the entry fee.

107.2 Up to the time of event documentation, the rider shall be free to replace the motorcycle entered.

107.3 A rider may enter only one machine.

107.4 Entries for the event will close as specified in the Supplementary Regulations. Late entries will not be permitted unless specified in the Supplementary Regulations.

107.5 The full entry fee will be refunded: -

- a) To applicants whose entry has been refused
- b) In the event that the Enduro is not held.

107.6 Number of Entries: Any event may be cancelled if the number of entries received is less than the minimum specified by the event promoter in the Supplementary Regulations.

In the event of entries being oversubscribed, the method used to select entries will be as specified in the Supplementary Regulations, with priority being given to riders who finished in the top six places in the previous year's Championships and holders of valid National Licences, in that order. Any entries refused will be communicated to the Commission for Motorcycling. (refer SPR105)

107.7 Entrants are only permitted one late entry per year, your second late entry will have a penalty of N\$ 500.00 and a penalty of N\$ 1000.00 for your third late entry and every late entry thereafter.

108. IDENTIFICATION

108.1 For motorcycles, three plates shall be affixed visibly at the front and on the rear sides throughout the duration of the Enduro. For Quads, two plates measuring 25cm x 25 cm, shall be fixed to the machine, one on the front of the machine facing forward, and one on the rear of the machine. All plates shall be visible throughout the duration of the Enduro.

108.2 At any time during the Enduro, the absence of or incorrect affixing of one racing panel or plate shall result in a time penalty, as stipulated in these Regulations. Before the start of each stage, the simultaneous absence

- or incorrect affixing of at least two racing plates shall result in exclusion from the race.
- 108.3 Identification marks will be fixed to the machines during the technical control, prior to the start. The Technical Stewards may check, at any time, the presence of these identification marks. The absence or falsification of an identification mark shall result in exclusion of the rider from the race.

109. RIDING NUMBERS

- 109.1 Background and colour of numbers are not restricted.
- 109.2 Numbers 1 – 3 are reserved for the previous year's overall finishers in the national points standing. Thereafter numbers are allocated on a 'first come first serve' basis. Riders have the right to keep their number from the previous year.
- 109.3 Standard of numbering to comply with the FIM Technical Rules. Font: 'Arial' / Height: 140mm, Width: 80mm, Width of stroke: 25mm, space between two figures: 15mm

110. PROTECTIVE CLOTHING

- 110.1 Helmets of the full-face type in sound condition and fitting the wearer correctly are to be properly fastened and worn by all riders during racing and practicing. (**SANS** approved, double loop buckle)
- 110.2 Goggles and / or spectacles worn must be made of splinter proof material.
- 110.3 Long sleeve jersey / racing shirts of adequate strength to provide protection in the event of a fall.
- 110.4 a) Full length pants of adequate strength to protect in the event of a fall. These must be Motocross / Off Road pants manufactured for this purpose.
b) 50cc Class riders may ride in strong and adequate long pants. These do not have to be of the Motocross / Off Road type pants.
- 110.5 Protective gloves are compulsory.
- 110.6 Leather boots specifically made for Motocross / Off Road must be worn.
a) Strong half boots or full boots (not necessarily Motocross / Off Road boots) to be worn by all 50cc riders.
- 110.7 The wearing of a chest protector is **not compulsory but recommended** for all classes.
- 110.8 The wearing of a neck brace is not **compulsory but recommended** for all national classes.
- 110.9 A filled 'hydration pack' of at least 1 litre capacity is compulsory for all riders.

111. SCRUTINEERING

'Self - Scrutineering' for participants in **all National** classes

The following must be produced for approval at scrutineering for all events.

- a) **Signed and completed scrutineering sheet**
- b) **Approved Crash Helmet and Chest Protector**
- c) **Signed Medical Sheet**
- d) **Basic Medical Aid Kit** (incl. Space Blanket and Medical Board)

A signed Scrutineering Form must be handed in at the time of registration by the rider.

Spot checks will be carried out by the organisers, and should any irregularities be found, the rider will not be allowed to start the race until everything is to the satisfaction of the Technical Steward.

112. STARTING ORDER

Rider's starting order will be as set out in the Supplementary Regulations.

113. ASSISTANCE

- 113.1 No outside assistance is permitted, and service crews are not permitted on the race route.
- 113.2 However, service assistance in repair / re-fuel Area will be allowed. This area must be clearly demarcated.
- 113.3 Outside assistance may be given by another competitor who is actively racing but not by a competitor who has finished the event or retired from it.

114. INSURANCE

- 114.1 The annual NMSF Licence Fee includes the insurance premium giving the rider third- party civil liability covers. The insurance will take effect at the start of the event and shall cease at the finish of the event or immediately a motorcycle is abandoned or excluded from the race.

114.2 Riders are to provide proof at the time of entry of medical cover for ‘dangerous sport’ (high risk) / **insurance certifying that they are insured** for personal accident covering death, permanent disability, medical treatment and evacuation.

115. ADVERTISING

115.1 Competitors shall be free to affix any advertising on their motorcycles provided that it:

- a) Is authorised by the FIM/FIM Africa /NMSF rules and laws of Namibia.
- b) Is not contrary to public decency and customs.
- c) Does not overlap on those areas, which are reserved for the racing number plates.

115.2 The rules concerning the attachment of the required publicity by the Organiser must conform to the FIM/FIM Africa/NMSF rules and the laws of Namibia.

116. CONTROL ZONES

All controls, meaning time checks, start and finish of special test, passing checkpoints will be indicated using means of standardised panels or control boards, place 50 – 100m before the zone so they are clearly visible to the riders at all times.

116.1 It is strictly forbidden to enter a control zone from a direction other than that specified on the itinerary of the Enduro / Baja route, and to re-enter a control zone, when the timecard has already been stamped at this control:

116.2 The riders are required, under threat of penalty, which may result in exclusion from the race, to follow instructions of the chief of the control point. The Jury will examine any cases arising from this.

116.3 There will be a de-control period of 5 minutes after each lap. Leaving the de-control area before the given time or without receiving the signal by the official **shall** result in a time penalty. Refer SSR 129 e)
The Jury / Steward / Referee will examine any cases arising from this.

117. PARC FERME

117.1 The Parc Fermé must be enclosed and fenced in to prevent unauthorised persons from entering. Its limits must be clearly marked out and supervised by a sufficient number of officials to ensure that only authorised persons may enter or have access to the machines. It must have one clearly marked entrance and one exit which leads to the “starting area”, but no other entrances or exists. Officials in charge of the closed controls must wear a distinctive emblem recognised by all persons concerned and the riders in particular.

117.2 Access to a Parc Fermé is forbidden to everyone except the Jury members, certain officials designated for duty and riders who wish to park or take out their motorcycles. After checking in at the time-check just before the Parc Fermé, the rider must stop the engine and push his motorcycle into the Parc Fermé without delay. While proceeding from the time-check to the Parc Fermé, it is forbidden to refuel or make any repairs on the motorcycle. Riders failing to comply with either of these requirements will be disqualified or other penalties given as provided for in the FIM Disciplinary and Arbitration Code.

117.3 In the Parc Fermé it is forbidden for a rider, under penalty of exclusion (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code) from the meeting:

- a) Touch the machine of any other rider
- b) Touch his own machine, except to push it in or out of the Parc Fermé
- c) To start the engine

117.4 Any rider caught smoking in the Parc Fermé area will be disqualified.

117.5 The machines in the Parc Fermé must not be covered in any manner and must preferably be equipped with a side-stand, or placed on a free-standing stand, except Quads.

118. TIME CHECKS

118.1 Unless the Clerk of the Course decides otherwise, the time check posts will begin to operate one hour before the ideal hour of the passage of the first rider. They will cease to operate one hour after the ideal hour of the last rider, taking into account:

- Delay from race exclusion
- or the maximum time authorised
- the Clerk of the Course must advise controllers of any other delays

118.2 Closing time of Passage Controls will be decided taking into account:

- The closing time of passage controls
- The distance run since the start of the sector concerned

- The average time of the sector considered
 - The individual time of the last competitor increase by 60 minutes
 - When the sweep vehicle passes confirming sector is clear
 - At the discretion of the Clerk of the Course if there is no form of communication
- 118.3 Cut off time of lap will be mentioned in the Supplementary Regulations.
- 118.4 Time Bar shall be mentioned in Supplementary Regulations
- 118.5 On proposal of the Clerk of the Course, the Jury may decide to modify the time of exclusion from the race as defined in the Supplementary Regulations. The riders will be informed as soon as possible. Exclusion from the race for exceeding the maximum authorised delay cannot be announced before the end of a stage. Extension of Time Bar must be authorised by the Jury / Steward / Referee.
- 118.6 At the time checks, officials will record on time sheets the time of presentation, which corresponds to the precise moment when the rider presents the timecard / helmet sticker to the controller. The card / sticker will only be marked if the rider together with his machine is in the immediate vicinity of the control table.
- 118.7 Any rider who fails to have his timecard / sticker marked at a time check, or intends to deceive the organisers by altering or obliterating any entry on the timecard, or using another rider's timecard will be excluded.
- 119 STARTING AREA**
- 119.1 The Starting Area is a small, enclosed area where the riders await the starting signal and where the starting line is situated at one extremity.
- 119.2 Working on the motorcycle in that area is not permitted until the starting signal is given. The penalty for doing so is disqualification.
- 119.3 Any rider caught smoking in the starting area will be given a time penalty as per these rules.
- 119.4 Only riders, Jury members and / or designated officials as per Supplementary Regulations, are allowed in the starting area.
- 120. ROUTE MARKING**
- 120.1 Route marking must be red or orange "Day-Glo" and must have a minimum visible area of 25 square centimetres. Green, white etc. as route-marking colours are not permitted. No route marker may be more than **2.0 metres** above ground level. Green Day-Glo stickers may be used to indicate "no go" areas.
- 120.2 Where the route is not obvious, for example, through open bush area, forests etc., and where no obvious paths exist, each succeeding marker must be clearly visible from the preceding one by a rider seated on his machine. On obvious routes, paths, roads etc., the markers will be placed at a maximum of 500 meters apart.
- 120.3 Route markings must be placed on the left-hand side of the track, except where a turn is indicated, where the following will apply:
- a) Track turning to the left – two markers one **above/next to** the other, with a gap not exceeding 10cm will be placed on the left-hand side of the track, **approximately 50 to 100m before the turn.**
A single confirmation marker must follow this on the left-hand side of the track within sight of the intersection.
 - b) Track turning to the right – as above, except that the double markers must be placed on the right hand side of the track.
 - c) Track doubling back – four markers, one above the other, shall be placed on a fence pole at the turn to indicate a 180° corner.
- 120.4 Danger boards should only be used where 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 and should be erected approximately 100m before the hazard. A "Xmas Tree" out of barrier tape or Day-Glo must be placed on either side of the hazard (at least 6 on either side to prevent confusion)
- 120.5 Where the route comes to a T-junction at which there any type of fence, this must be clearly marked with danger tape indicating the direction of the turn.
- 120.6 Where the obvious road is not a continuation of the route, "no go" marking should be indicated, if at all possible, with a Green Day-Glo sticker.
- 120.7 Where the terrain does not allow for the above type of marking (e.g.: rocky terrain, devoid of vegetation) the route may be marked with painted "Day-Glo" directional arrows on to fixed objects. This paint must be bio-degradable, or water based, and in the respective Day-Glo colour.

121. CONTROLS

- 121.1 The controls made before starting shall be of a very general nature (checking of licenses and driving licenses, the make and model of the motorcycle, apparent compliance of the motorcycle with the series in which it has been entered, compliance of the safety equipment and general compliance of the motorcycle.
- 121.2 At any moment during the Enduro, supplementary checks may be performed either in respect of the rider or the motorcycle.
- 121.3 The competitor is responsible at any time of the Enduro for the technical conformity of his motorcycle.
- 121.4 Without it being an obligation, a complete and detailed check involving the dismantling of the motorcycle of riders ranking in the first places of the general classification and of each category, as well as of any other rider, may be carried out (by a qualified person) at the complete discretion of the Jury / Steward / Referee, either acting on their own initiative or following a complaint, or on the advice of the Clerk of the Course.

122. MEDICAL SUPPORT

- The minimum requirements will be:
- 122.1 Privacy tent with one or two beds with washbasins, or a fully equipped Ambulance and a facility to dispose of medical waste. Adequate water to be available which must be situated at race control for the duration of the event.
 - 122.2 Qualified/registered medical paramedics, under the supervision of a **Chief Medical Officer /Chief Medical Coordinator** who must be an Allied Health Professional.
 - 122.3 Paramedics must be qualified to recognise a condition and treat immediately. i.e. Air maintenance and to stop bleeding.
 - 122.4 Suitable 4x4 vehicles to be placed along the route, which can transport the injured rider back to Race Headquarters/Medical Centre.
 - 122.5 An ambulance to be stationed at race headquarters for duration of the race in order that once an injured rider has been stabilised, he can then be transported to the nearest hospital for treatment if necessary.
 - 122.6 The nearest hospital must be advised of the event taking place, in order that the necessary medical personal can be on standby for the duration of the event.
 - 122.7 If a helicopter can be arranged to be on standby in the case of serious injury, so much the better. GPS coordinates and information of nearest airfields to be added to the Supplementary Regulations along with details of nearest hospitals.
 - 122.8 Communication links (radio/mobile Phone), between the marshals and medical points are compulsory.

123. COMPLAINTS – APPEALS (Protests & Appeals)

- 123.1 Any complaint or protest shall be presented in accordance with the requirements of Part IX of the SPR. It shall be submitted in writing, signed only by the competitor directly concerned and handed to the Clerk of the Course accompanied by the fees as published in Appendix “R” of the SPR’s, currently applicable. See Part VIII of the SPR’s & SPR 198 and 199. This sum will not be returned if the complaint is considered unjustified.
- 123.2 The cost of the work and of transporting the motorcycle shall be borne by the complainant, if the complaint is not justified, and should be borne by the rider concerned by the complaint in the case of the contrary. If the complaint is not justified and if the costs caused by the complaint (verification, transport, etc.) are greater than the guaranteed deposit, the difference shall be paid by the complainant. If, however it is less, the difference will be reimbursed to him.
- 123.3 Riders may appeal against the verdicts, in accordance with the provisions of the FIM Disciplinary and Arbitration Code or NMSF SPR Part X, whichever is more applicable to the incident.

124. CLASSIFICATION and POINTS SCORING

- Timekeeping shall be under the responsibility of the Clerk of the Course.
- 124.1 Penalties shall be expressed in hours, minutes and seconds. The final classification will be obtained by adding the times achieved in the selective sectors and the penalties (incurred during the linking sectors and other penalties expressed in time).
 - 124.2 The rider who obtains the lowest total will be proclaimed the winner of the general classification, the next will be second and so on. The classifications by series will be determined in the same manner.
 - 124.3 In the event of a tie, the winner declared would be the rider who has achieved the best time during the last selective sector. If this is not sufficient to decide between the two, the times of the reverse order selective

sector, etc. will then be taken into account. This rule may be applied at any time during the Enduro.

- 124.4 If the race is run in a loop configuration, a rider will be regarded as an official finisher if he / she has completed the required race laps and has passed the finish flag .
- 124.5 The official classifications of the Enduro will be posted on the official notice board not later than 1 hour / within reasonable time after the arrival of the last motorcycle.
- 124.6 The final deadline for protests will be 30 minutes beginning at the time when the official general classification of the Enduro is posted.
- 124.7 Points will be awarded to riders in the event according to the following scale:
- | | | |
|-----------------|-----------------|-----------------|
| 20 points - 1st | 10 points - 6th | 5 points - 11th |
| 17 points - 2nd | 9 points - 7th | 4 points - 12th |
| 15 points - 3rd | 8 points - 8th | 3 points - 13th |
| 13 points - 4th | 7 points - 9th | 2 points - 14th |
| 11 points - 5th | 6 points - 10th | 1 point - 15th |
- and further down by 1 Point, until a minimum of 1 Point for every finisher.
- 124.8 Points for the National Championships can only be awarded to riders with a Namibian Competition Licence issued by the NMSF.
- 124.9 For the daily trophies, riders that do not compete for national championship do score for the daily position. A rider who has competed and finished a class higher in the same enduro year, deciding to enter a lower class for the current event, will not score points towards a non-/ national standing, however, will be eligible for trophies if required positions are achieved.
- 124.10 The best of 7 events of the 8 events scheduled to score towards the championship.
- 124.11 If there is a class with 4 riders or more, they will receive full points as per their recorded times. If class has less than 4 riders, they will receive half points rounded up as per their recorded times.
- 124.12 For a championship / series to be concluded and a champion declared, a rider must have competed in more than 51% of the events in the series.

125. TIMEKEEPING

A timekeeping system, capable of accurately recording hours, minutes and seconds will be used. Riders must accept the type of Time keeping system approved by the Jury / Steward / Referee.

126. TECHNICAL CONTROL

Intrinsic Parts of the Motorcycle:

- 126.1 At the preliminary examination (details of which will be given in the Supplementary Regulations), the following parts will be marked as described below:
- Frame – Main Section
 - Crankcase
 - Exhaust Silencer, plus one spare.
- The parts so marked must be used throughout the entire event.
The substitution of the original marked components is forbidden.
Marking is restricted to these parts only.
- 126.2 Examination of Motorcycles During the Event:
- At the end of the event all marked parts will be checked. Any marked part missing or altered on the machine will result in exclusion.
 - Each machine shall be in a complete condition to the satisfaction of the Technical Steward throughout the event.
- 126.3 Additional Requirements for Quads:
- All Quads must be:
- Fitted with “nerve” bars, which extend to at least the centre line of the rear wheel and must be fitted with a means that does not allow the rider’s foot to touch the ground, egg: net.
 - Fitted with a “dead man” kill switch, this must be attached to the rider at all times whilst operating the machine. This switch must be functional throughout the event.
 - Fitted with a rear facing yellow light along the vertical centre line of the rear of the quad.
This light must be functional throughout the event and have a minimum intensity of 21 watts, with a surface area minimum 20 square centimetres.

127. FUEL

- 127.1 Only commercially available fuel is permitted – No octane boosters will be allowed. Fuel mixtures must not include any octane boosters' additives of any description. Leaded or unleaded fuel to a maximum octane of 102.6 will be allowed. The use of methanol is not permitted.
- 127.2 A fuel control may be carried out at any time during the event. A rider whose fuel fails to meet the technical requirements will be excluded.

128. ANTI – DOPING CODE

The NMSF subscribes to the provisions of the World Anti-Doping Authority (WADA) and as such all competitors are bound by WADA rules and regulations, in respect of performance enhancing and use of banned substances during NMSF National Enduro events.
Random drugs testing may be demanded from time to time as directed by WADA, and all competitors must comply if so requested.

129. TIME PENALTIES

- a) Lateness of departure will be penalised at the rate of one minute for each minute of lateness. Over 30 minutes lateness will incur a fixed penalty of one hour. Over one hour of lateness will result in exclusion.
- b) Over 30 minutes of lateness: 60 minutes penalty
- c) Failure to dismount when refuelling: 15 minutes penalty
- d) Racing in the refuel/service area will be penalised with a STOP/GO penalty: 2 minutes.
- e) Leaving de-control area too early: **Double the time on early release**
- f) Not stopping at road crossings denoted by a stop sign: 5 minutes.
- g) Missing one route check control, 20 minutes time penalty;
- h) Missing a second route check control, 40 minutes penalty.
- i) Missing or incorrect affixing of one racing number panel / plate: 5 minutes penalty
- j) Refuelling or servicing outside of the service/refuel area: 30 minutes
- k) Towing another competitor: no time back
- l) Riding outside of marked route and thereby gaining an advantage: 30 minutes penalty
- m) Unfair / incorrect / fraudulent action by rider: discretion of Jury
- n) Failure to observe Environmental Code: discretion of Jury
- o) Outside assistance in the Starting Area: 15 minutes penalty
- p) Smoking in the Starting Area: 15 minutes penalty
- q) Starting the machine in the Waiting Zone of the Starting Area: 1 minute penalty
- r) Starting engine before starting signal is given: 1 minute penalty
- s) Failure to adhere to Parc Ferme Rules:
 - i. Touch the machine of any other rider: 15 minutes penalty
 - ii. Touch own machine other than pushing in or out of Parc Ferme: 15 minutes penalty
 - iii. Starting the engine: 15 minutes penalty

130. SUMMARY OF EXCLUSION PENALTIES

(The Jury / Steward / Referee will examine all cases which could result in exclusion)

- Arrival after the final Time Bar
- Absence or falsification of identification marks (scrutinizing)
- Incorrect affixing or absence of two racing number plates
- Missing a third route check control: Exclusion
- Running an engine whilst being refuelled: Exclusion
- The following are forbidden under penalty of exclusion from the race:
 - Receiving parts outside of the repair / refuel area
 - Fuel not in conformity with the regulations
 - Smoking / using alcohol in the working/repair area
 - Replenishment outside of the areas provided or carrying fuel outside of the fuel tank.
 - Carrying out welding work of any kind
 - Accepting outside assistance
 - Riding continuously outside or not observing of the marked route

- Loss of timecard / helmet sticker
- Altering a timecard or using another rider's card
- Late arrival at the starting control exceeding 60 minutes after the original starting time.
- Practising on the course less than **7 days prior to event/post SR publication**
- Engine capacity not matching what is on the entry form
- Riding against the race route or in the wrong direction
- Working on the motorcycle / quad in Parc Fermé
- Smoking in Parc Fermé
- Deliberately blocking the passage of another competitor
- Working on the motorcycle / quad in the Starting Area prior to starting signal

SSR'S 131 – 149 RESERVED