



Namibian National Enduro / Baja Rules & Regulations

2007

1. 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 NMSF will examine each year the applications for enrolment for the Enduros, which must be submitted to the NMSF – Vice President Motorcycle Commission during October of the preceding year.

The course can be divided in 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 60 km.

2. RULES

An Enduro is run in accordance with:

- The Sporting Code of the Fédération Internationale de Motocyclisme (FIM) & AMU
- The rules laid down by the NMSF / GCR's
- The Supplementary Regulations for the Enduros.

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 'GCR's'. In events including more than 100 riders, the presence of an Assistant Clerk of the Course, holder of an AMU/ NMSF valid licence is compulsory.
2. The Jury 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.
3. Any modifications or additional provisions shall be announced by 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.
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.
5. The Supplementary Regulations for the event shall be drawn up by the Organiser in agreement with the GCR's of the NMSF and under the control of the NMSF.
6. Officials forming the sporting and technical management of the event must be holders of a valid AMU/NMSF licence.
7. The NMSF permit may only be given to the Organiser if the following conditions are met:
 - a) Three copies 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.

3. TERMINOLOGY

NMSF: -	Namibian Motor Sport Federation (governing body)
WMCC:	Organising Club of the Event.
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.

4. MOTORCYCLES/ QUADS

4.1 Cross-Country Enduros are open to motorcycles/quads duly covered by a registration certificate. These motorcycles shall comply with the rules of safety laid down by the International Convention on Road Traffic, and with the safety requirements laid down in the Rules of the FIM/AMU and the countries where the event will take place.

4.2 Motorcycles/Quads shall be classified as follows:

- CLASS 1: up to 200cc (2-stroke) and up to 250cc (4-stroke) Motorcycles
- CLASS 2: over 250cc (2-stroke and 4-stroke) Motorcycles
- CLASS 3: Quads - all

4.3 Scratch / Support classes can be added in the Supplementary Regulations. Non-national classes.

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

5. ACCEPTANCE OF RIDERS

5.1 The riders must be holders of a valid NMSF licence

5.2 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.

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

5.4 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.

6. OFFICIALS DEALING WITH RIDERS AND COMPETITORS

6.1 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

7. ENTRIES

7.1 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.

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

7.3 A rider may enter only one machine.

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

7.5 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.

7.6 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 over subscribed, 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.

8. IDENTIFICATION

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

8.2 At any time during the Enduro, the absence of or incorrect affixing of a racing panel or plate shall result, for each offence noted, in a time penalty, as stipulated in the Supplementary Regulations. Before the start of each stage, the simultaneous absence or incorrect affixing of at least two racing plates or bib shall result in exclusion from the race.

8.3 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.

9. RIDING NUMBERS

9.1 Background and colour of numbers are not restricted.

9.2 Numbers 1 – 30 are reserved for the previous year overall finishers in the national points standing. Thereafter members are allocated on a 'first come first serve' basis.

9.3 Standard of numbering to comply with the FIM Technical Rules.

10. PROTECTIVE CLOTHING

10.1 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.

10.2 Goggles and / or spectacles worn must be made of splinter proof material.

10.3 Long sleeve jersey / racing shirts of adequate strength to provide protection in the event of a fall.

10.4 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 pant.

10.5 Protective gloves are compulsory.

a) Leather boots specifically made for Motocross / Off Road must be worn.

b) Strong half boots of full boots (not necessarily Motocross / Off Road boots) to be worn by all 50cc riders.

The wearing of a chest protector is compulsory for all classes.

11. SCRUTINY

The following must be produced for approval at scrutiny.

a) Signed Scrutiny sheet

b) Approved Crash Helmet and Chest Protector

12. STARTING ORDER

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

13. PENALTIES

1. Missing one route check control: 60 minutes
2. Missing a second route check control: Exclusion
3. Running an engine whilst being refuelled: Exclusion
4. Refuelling or servicing outside of the service/refuel area: 30 minutes
5. Deviating from the marked route with the intention of gaining an advantage: Exclusion
6. 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.
7. Not stopping at road crossings denoted by a stop sign; 5 minutes.
Racing in the refuel/service area will be penalised with a STOP/GO penalty: 2 minutes.
8. Competitors carrying fuel: Exclusion
9. The following are forbidden under penalty of exclusion from the race:
 - a) Towing or transporting motorcycles over selective sectors.
 - b) Deliberately blocking the passage of motorcycles or preventing them from overtaking.

14. ASSISTANCE

No outside assistance is permitted.

However, service assistance in repair / re-fuel Area will be allowed. This area must be clearly demarcated.

15. INSURANCE

15.1 The entry fee includes the insurance premium giving the rider third- party civil liability cover. The insurance will take effect at the start of the Enduro and shall cease at the finish of the Enduro, or immediately a motorcycle is abandoned or excluded from the race.

15.2 Riders are to provide proof at the time of entry of medical cover/insurance certifying that they are insured for personal accident covering death, permanent disability, medical treatment and evacuation.

16. ADVERTISING

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

- a) Is authorised by the FIM/AMU/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 plates.

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

17. CONTROL ZONES

All controls, meaning: time checks, start and finish of special runs, checks on passing check-points will be indicated by means of standardised panels.

17.1 The start of the control zone is indicated by a warning panel with a yellow background. At a distance of about 100 m, the position of the control point is indicated by a panel with a red background. The end of the control zone, approximately 100 metres further on, is indicated by a final panel with a beige background and three black crossbars.

The panels must always be found on the right of the control zone. The width of this zone should not exceed 50 m. It is recommended to define this width by a double panel or any other possible means.

17.2 Any control zone, meaning: any zone between the first yellow warning panel and the final beige panel is considered as a closed park. The duration of the stop must not exceed the time required for the control operations.

17.3. It is strictly forbidden to enter a control zone from a direction other than that specified on the itinerary of the event, and to re-enter a control zone, when the time card has already been stamped at this control:

- i) 1st offence: - penalty of 1 hour
- ii) Repeat offence: - exclusion from the race

17.4 The riders are required, under threat of penalty, which may result in exclusion from the race, to follow the instructions of the chief of the control point responsible for control, who will be obligatorily assisted by a control official. (The Jury will examine any cases arising.)

18. **PARC FERME**

18.1 The motorcycles will be under "closed park" orders (all repairs and refuelling are prohibited):

- a) as soon as they enter a starting or end-of-stage park, and until their departure from these, if they are provided
- b) as soon as they enter a control zone and up to their departure from it;
- c) as soon as they arrive at the end of the event and until expiry of the period for lodging complaints.

18.2 Any failure to observe "closed park" orders will result in exclusion from the race.

18.3 After parking his motorcycle in the closed park, the rider shall immediately leave the park, and from then on he/she may not re-enter.

18.4 In order to leave a closed park for starting or end of a stage, the rider shall be authorized to enter the park a minimum 10 minutes before his departure time, or any longer time as specified in the Supplementary Regulations.

18.5 Access to the Parc Ferme is forbidden to everyone except, Jury Members, certain Event Officials and riders for the purpose of parking or removing their motorcycles, who when doing so must stop his engine and push his motorcycle.

18.6 In the Parc Ferme, it is forbidden for a rider under penalty of exclusion to:

- a) Touch the machine of another rider
- b) Touch his own machine, other than to push it in or out
- c) To start the engine
- d) To work on or replenish the machine
- e) To cover the machine in any manner

18.7 Any rider caught smoking in the Parc Ferme area will be excluded.

1. **TIME CHECKS**

1.1 Unless specified otherwise in the Supplementary Regulations, 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:

- of the delay from race exclusion
- of the maximum time authorised

19.2 Closing time of Passage Controls

The closing time of passage controls will be decided taking into account:

- i) The distance run since the start of the sector concerned
- ii) The average time of the sector considered (selected or timed) imposed by the maximum time allowed, the individual time of the last competitor increased by 60 minutes.

19.3 This closing time shall be mentioned in the Supplementary Regulations.

19.4 At the time checks, the control officials on duty will indicate on the time card the time of presentation, which corresponds to the precise moment when the rider presents the time card to the controller.

- 19.5 On a proposal from 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.
- 19.6 Any rider who fails to have his time card stamped at a time check, or intends to deceive the organisers by altering or obliterating any entry on the time card, or using another rider's time and will be excluded.
- 19.7 Any rider who accidentally loses his time card (and/or punch card) must obtain another from the official in charge of the next time check or route check. The new card must be used at that checkpoint and at all following checks.
- 19.8 A rider who misses a time check will be excluded.
- 19.9 Time checks will be indicated by a white flag or board placed 20 metres before the control table. These flags/boards will be placed so that they are clearly visible to the riders at all times.

20 STARTING AREA

- 20.1 The Starting Area is a small enclosure where the rider will await the start and where the starting line is situated at one extremity.
- 20.2 The starting area must be situated off the route at a safe distance.
- 20.3 It is not permitted to work on the motorcycle in the starting area. The penalty for doing so is exclusion.

21. ROUTE MARKING

- 21.1 Route marking must be red or orange "Dayglo" 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 1.5 metres above ground level.
- 21.2 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 500 meters apart, irrespective of the clarity of the route.
- 21.3 Route markings must be placed on the left hand side of the track, except where a turn is indicated, where the following will apply:
- Track turning to the left – two markers on above the other, with a gap not exceeding 10cm will be placed on the left hand side of the track, 100m before the turn. This must be followed by a single confirmation marker on the left hand side of the track within sight of the intersection.
 - Track turning to the right – as above, except that the double markers must be placed on the right hand side of the track.
 - Track doubling back – four markers, one above the other, shall be placed on a fence pole at the turn to indicate a 180° corner.
- 21.4 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. An "Xmas Tree" out of barrier tape or dayglo must be placed at the actual danger point.
- 21.5 Where the route comes to a T-junction at which there is barbed wire or game fencing, this fencing is to be clearly marked with barrier tape indicating the direction of the turn.

21.6 Where the obvious road is not a continuation of the route, "no go" marking should be indicated if at all possible.

21.7 Where the terrain does not allow for the above type of marking (eg: rocky terrain devoid of vegetation) the route may be marked with painted "dayglo" directional arrows and non-directional "dayglo" paint onto fixed objects.

22. CONTROLS

The repairs catalogue (maintenance handbook for suppliers' use) must be available for technical stewards at all times.

22.1 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.

22.2 At any moment during the Enduro, supplementary checks may be performed either in respect of the rider or the motorcycle.

The competitor is responsible at any time of the Enduro for the technical conformity of his motorcycle.

22.3 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 at the complete discretion of the Jury, either acting on their own initiative or following a complaint, or on the advice of the Clerk of the Course.

23. MEDICAL SUPPORT

The minimum requirements will be:

23.1 Privacy tent with one or two beds with washbasins, 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.

23.2 Qualified/registered medical paramedics, under the supervision of a Chief Medical Officer who must be a Registered Medical Practitioner.

23.3 Paramedics must be qualified to recognise a condition and treat immediately. i.e. Air maintenance and to stop bleeding.

23.4 Suitable 4x4 vehicles to be placed along the route, which can transport the injured rider back to Race Headquarters/Medical Centre.

23.5 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.

23.6 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.

23.7 Communication links (radio/mobile Phone), between the marshals and medical points are compulsory.

24. COMPLAINTS – APPEALS

24.1 Any complaint shall be presented in accordance with the requirements of the Disciplinary and Arbitration Code. It shall be submitted in writing and handed to the Clerk of the Course accompanied by the sum currently applicable. This sum will not be returned if the complaint is considered unjustified.

24.2 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 guarantee deposit, the difference shall be paid by the complainant. If however it is less, the difference will be reimbursed to him.

24.3 Riders may appeal against the verdicts, in accordance with the provisions of the FIM Disciplinary and Arbitration Code.

25. CLASSIFICATION and POINTS SCORING

Timekeeping shall be under the responsibility of the Clerk of the Course.

25.1 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).

25.2 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.

25.3 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.

25.4 A rider will be regarded as an official finisher if he has completed a minimum of 75% of the event distance and has passed the finish flag before the time of the Time Bar.

25.5 The official classifications of the Enduro will be posted on the official notice board not later than 1 hour after the arrival of the last motorcycle.

25.6 The final deadline for protests will be 30 minutes beginning at the time when the official general classification of the Enduro is posted.

25.7 Points will be awarded to riders in the event according to the following scale:

20 points - 1 st	10 points - 6 th	5 points - 11 th
17 points - 2 nd	9 points - 7 th	4 points - 12 th
15 points - 3 rd	8 points - 8 th	3 points - 13 th
13 points - 4 th	7 points - 9 th	2 points - 14 th
11 points - 5 th	6 points - 10 th	1 point - 15 th

and further down by 1 Point, until a minimum of 1 Point for every finisher.

In the case of a tie, the results will be established as follows:

The winner will be declared to 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 2nd, 3rd selective sector, etc. will then be taken into accounts.

25.8 Points for the National Championships can only be awarded to riders with a Namibian Competition Licence issued by the NMSF.

25.9 For the daily trophies, riders that do not compete for national championship do score for the daily position.

25.10 The best of 5 events of the 6 events scheduled to score towards the championship.

26. TIMEKEEPING

26.1 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.

27. TECHNICAL CONTROL

Intrinsic Parts of the Motorcycle:

27.1 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.

27.2 Examination of Motorcycles During the Event:

27.2.1

27.2.2 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.

27.2.3 Each machine shall be in a complete condition to the satisfaction of the Technical Steward throughout the event.

27.3 Additional Requirements for Quads:

All Quads must be:

27.3.1 Fitted with "nerf" 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, eg: net.

27.3.2 Fitted with a "dead man" kill switch, which must be attached to the rider at all times whilst operating the machine.

27.3.3 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.

28. FUEL

28.1 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.

28.2 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.

29. 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.

30. SUMMARY OF EXCLUSION PENALTIES

- i) Receiving parts outside of the working area
- ii) Missing marking or official substitute marking
- iii) Fuel not in conformity with the regulations
- iv) Smoking in the working/repair area
- v) Being more than 60 minutes late at the start
- vi) Not stopping the engine during replenishment
- vii) Replenishment outside of the areas provided, or carrying fuel outside of the fuel tank.
- viii) Carrying out welding work of any kind
- ix) Using outside power
- x) Accepting outside assistance
- xi) Being accompanied by another rider
- xii) Riding outside or not observing of the marked route
- xiii) Altering a time card or using another rider's card
- xiv) Missing a 2nd time check
- xv) Late arrival at the starting control exceeding 60 minutes after the original starting time.
- xvi) Missing a route check
- xvii) Practising on the course
- xviii) Engine capacity not complying with that stated on the entry form