



MOTORCYCLE SPORTS FEDERATION OF KENYA

2022 GENERAL & NATIONAL COMPETITION RULES FOR ENDURO

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MOTORCYCLE SPORTS FEDERATION OF KENYA

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Enduro Championship Overview

Enduro - Technical Rules and Regulations

1. ENDURO DEFINITION

Enduro Racing, is a sporting event staged over varied terrain and is destined to test the endurance of riders and the resistance of their machines. The maximum duration of the event is 3 hours for Experts, 2 hours for Clubman's and 1 hour for Juniors. An Enduro event is run over two days, a Saturday and Sunday. The number and length of the stages and selective sectors should be adapted to the difficulties of the route and such that the race is run during the daylight for all competitors. To reach the end of each course, the rider must follow the indications along the route as provided by a combination of route markings & GPS tracks provided the week prior to the event or on the day of the event. Decontrol area's will be allocated for Refueling and mandatory rest stop as specified after official practice. Practice may will be allowed for each class.

2. MSFK GOVERNING RULES AND REGULATIONS

MSFK MC Enduro Rules will apply.

FIM AFRICA Rules will apply.

MSFK MC Timekeeping Systems will apply.

MSFK MC Technical and Safety Rules will apply.

Enduro is run in accordance with:

- The Sporting Code of FIM and FIM Africa.
- The rules laid down by the MSFK Motorcycle Commission for Enduro's.
- The Supplementary Regulations for the Enduro's.

The Clerk of the Course shall be responsible for the application of the Rules during the running of the event, and a Jury may be appointed by the Motorcycle Commission.

Any modifications or additional provisions shall be communicated in the SR's a week prior to the event. They shall also be communicated directly to the competitors in the week prior to the event.

The MSFK permit may only be given to the Organizer if the following conditions are met:

- a) One copy of the Supplementary Regulations.
- b) Confirmation of the Third-party insurance for the Organizer, in accordance with local laws.
- c) Detailed description of the Medical support available during the event.

3. TECHNICAL AND SAFETY

- 3.1 The MSFK Motorcycle Commission Enduro Technical and Safety Rules will apply- see appendix1. The controls made before starting shall be of a very general nature (checking of licenses, make and model of bike, apparent compliance with series in which it has been entered, compliance of the safety equipment and general compliance of the motorcycle.)
- 3.2 At any time during the Enduro, supplementary checks may be carried out either in respect of the rider or the motorcycle.
- 3.3 The competitor is responsible at any time of the Enduro for the Technical conformity of his motorcycle.

4. COMPLIANCE STATEMENT

This Enduro will be run in compliance with the National Competition Rules and Regulations of The Motorcycle Sports Federation of Kenya Commission.

MSFK Permit No.....

5. EVENT TIMINGS & PROGRAMME

Saturdays: Entries accepted / Signing on / Scrutineering Opens / Expert & Clubmans Practice / Junior Race

Sundays: Signing on / Scrutineering / Expert & Clubmans Race / Posting of Results / Confirmation of Results and Prize giving. (Program to be finalized and confirmed in official SR's) (Early entries will be accepted prior to event)

6. SUPPLEMENTARY REGULATIONS

Standard supplementary regulations will apply as per Appendix B.

7. APPENDIX B

STANDARD SUPPLEMENTARY REGULATION FORMAT: To be completed by the Organizing Club

8. ANNUAL TIMETABLE

A maximum of 6 Enduro events to count for Championship. Other fun/club events when time available – Non Championship.

9. ENTRIES & ENTRY FEES & INSURANCE

- 9.1. Any person wishing to take part in a Enduro must give to the Secretariat the entry form duly signed and accompanied by the amount of the entry fee.
- 9.2. Up to the time of scrutineering, the rider shall be free to replace the motorcycle entered.
- 9.3. The full fee will be refunded:
 - a) To applicants whose entry has been refused.
 - b) In the event that the Enduro is not held.
 - c) If you withdraw your entry before official practice.
 - d) No other circumstance will be accepted.
- 9.4. **ENTRY FEES**
E.g. 5000/- per entry - inclusive of 1000/- compulsory insurance. No entry shall be accepted unless the entry form is complete in every detail.
- 9.5. **INSURANCE**
 - a) The entry fee includes the insurance premium giving the rider third-party civil liability cover. The insurance will take effect on the start of the Enduro and shall cease on the finish of the event, or immediately a motorcycle is abandoned or excluded from the race.
 - b) All competitors/riders must take out the insurance, regardless if they are a scoring or non-scoring competitor.

10. MEDICAL SUPPORT PLAN

- 10.1. Qualified/registered medical paramedics must be present.
- 10.2. Suitable 4x4 vehicle Ambulance to be stationed at headquarters for the duration of the race.
- 10.3. If a doctor on a recovery bike can be arranged to get to difficult area's this would be advantageous.
- 10.4. If a helicopter can be arranged to be on standby in the case of a serious injury so much the better.

11. CHAMPIONSHIP POINTS

The winner will be the rider with the most laps achieved in the allocated / cumulative time in each category. Championship points will be allocated as per the scale in Appendix A.

12. APPENDIX A

Championship Points 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
16 th onward: 0 points.		

STANDARD SUPPLEMENTARY REGULATION FORMAT

Organizing Club.....

PROGRAMME

Saturday..... Entries accepted.

13:00 Signing on.

14:00 Practice

Sunday.....

09:30 Signing on and Scrutineering.

10:00 Start.

14:00 on Posting of Results

15:00 on Confirmation of Results and Prize giving.

2. STATEMENT

This Enduro will be run in compliance with the National Competition Rules and Regulations of The Motorcycle Sports Federation of Kenya - Motorcycle Commission.

MSFK Permit No.....

3. ENTRY FEES

E.g. 5000/- per entry - inclusive of 1000/- compulsory insurance. No entry shall be accepted unless the form is complete

in every detail.

4. EVENT

The event will be held at

13. ROUTE(S) & DESCRIPTION

Junior Route: 4 – 8km section to be repeated as many times as possible in the allocated time frame. 3 – 5min decontrol per lap. (subject to confirmation at practice)

Clubmans & Expert Route: 10 - 15km section to be repeated as many times as possible during the allocated time for the class entered. 5min decontrol every lap. (subject to confirmation at practice.)

SAFETY PLAN

Medical team consisting of Doctor, Paramedics and 4x4 Ambulance in attendance

14. ENDURO CLASSES

Junior Class:

JC1: **Two Stroke:** 50cc – 65cc Small Wheel bikes: Automatic or Gears.

or

Four Stroke: 50cc – 125cc Small Wheel bikes: Automatic or Gears.

JC2: **Two Stroke:** 65cc – 85cc Big Wheel bikes: Automatic or Gears.

or

Four Stroke: 125cc Big Wheel bikes: Automatic or Gears.

Bike eligibility as per Motorcycle Classes in MSFK Enduro Rules and Regulations.

Junior Age:

JC1: (age 6 – 13): any special request to be put in writing to the Clerk of the Course 48 hours prior to the event, and will be at the sole discretion of the CoC. (Any request on the day of the event will be 100% at the sole discretion on the CoC!)

JC2: (age 9- 13): any special request to be put in writing to the Clerk of the Course 48 hours prior to the event, and will be at the sole discretion of the CoC. (Any request on the day of the event will be 100% at the sole discretion on the CoC!)

Clubmans Class:

All Two stroke & 4 stroke Machines allowed: any special request to be put in writing to the Clerk of the Course, especially for age or machine size (i.e.: 13 years younger, 125cc and smaller) and will be at the sole discretion of the CoC.

Clubman Age:

13 and Above. Any special request to be put in writing to the Clerk of the Course and will be at the sole discretion of the CoC.

Expert Class:

All Two stroke & 4 stroke Machines allowed: any special request to be put in writing to the Clerk of the Course, especially for age or machine size (i.e.: 13 years younger, 125cc and smaller) and will be at the sole discretion of the CoC.

Expert Age:

15 and above. Any special request must be put in writing to the Clerk of the Course, and will be at the sole discretion of the CoC.

15. ACCEPTANCE OF RIDERS

- 15.1. The Riders must be holders of a valid MSFK competition license, to be able to score points.
- 15.2. Through the duration of the Enduro, if the competitor and all his obligations and responsibilities shall be borne in total, jointly and undividedly by the rider declared on the entry form or the legal guardian signing the form by Junior competitors.
- 15.3. Any unfair, incorrect or fraudulent action effected by a competitor or rider, shall be judged by the CoC, and if required a jury who shall decide on any penalty, in accordance with the penalties set out by FIM, FIM Africa or MSFK.
- 15.4. Riders age:
Juniors: 6 - 13 years are eligible to participate, providing they hold a competition license issued by the MSFK if they want to score points and compete for the championship.
Clubmans & Experts: 13/ 15 and above are eligible to participate, providing they hold a competition license issued by the MSFK if they want to score points and compete for the championship
- 15.5. Guest Riders may compete in a National event, but will not be eligible to score Championship points, subject to them being license holders and authorization from their respective FMN and subject to the rider signing an indemnity.
- 15.6. The Organizers & CoC have the right to decline/reject any entry.

16. PARTICIPATION RULES & REQUIRMENTS

It is compulsory to have:

- 16.1. Valid MSFK competition license (Non-Scoring classes do not require a license – TBC)
- 16.2. Race Number clearly displayed on all three sides of the bike (Size and colors to be confirmed.)
- 16.3. Correct Gear for the type of sport i.e. Approved Helmet / goggles / Motorcycle Boots /Trousers/Long-sleeved shirt, Gloves. (strongly suggest that you also have Knee guards' / chest protection / neck protection / elbow protection)
- 16.4. GPS is compulsory for scoring riders.
- 16.5. Hydration Pack for Clubman's & Experts. (Some form of hydration needed)

17. SCRUTINEERING

- 17.1. The controls made before starting shall be of a very general nature (checking of licenses, make and model of bike, apparent compliance with series in which it has been entered, compliance of the safety equipment and general compliance of the motorcycle.)

- 17.2. At any time during the Enduro, supplementary checks may be carried out either in respect of the rider or the motorcycle.
- 17.3. The competitor is responsible at any time of the Hare Scramble for the Technical conformity of his motorcycle.

18. TIMING SYSTEM & RACE RUNNING PROCESS

Enduro type timing systems will be used, approved by the MC, as per MSFK Rules and Regulations for the discipline. Timekeeping shall be the responsibility of the Clerk of the Course.

- 18.1. 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). 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.
- 18.2. In the event of a tie, the winner declared will be the rider who has achieved the best time during the first selective sector. If this is not sufficient to decide between the two then the times of the second and third selective sectors, etc. will be taken into consideration. This rule may be applied at any time during the Enduro.
- 18.3. The provisional classification of the Enduro will be communicated no later than 1 hour after the arrival of the last motorcycle.
- 18.4. The official results will be e-mailed and communicated to all competitors 72 hours after the event.

18.5. Classification:

Juniors: Competitors competing for the most laps and best time within 1 (one) hours of riding time.

Clubman: Competitors competing for the most laps and best time within 2 (two) hours of riding time.

Experts: Competitors competing for the most laps and best time within 3 (three) hours of riding time or more.

Scratch Races: Support classes can be added in the Supplementary Regs. No change of class during an event will be authorized.

18.6. STARTING ORDER

These may be according to current Championship standings or at the discretion of the Clerk of the Course.

18.7. Start

The riders will be started at intervals of 1 minute or 30 seconds, subject to the length of the track. The start will be in order of seeding (based on championship points), subject to the discretion of the CoC.

18.8. Distance

The race distance will be between 1,2 to 3 hours, to be stipulated before the race start – total time (TT). The quickest riders will receive the finish flag, on the same lap during which the TT expired. The rest of the riders will then be flagged off. Lapped riders will be flagged off after the quickest rider's time plus the time interval they started behind him.

Eg: Race TT = 2 hours, riders at 1 minute intervals.

Rider 1 (winning) completes 6 laps in 2.10.06 (hrs. min. sec)

Rider 20 (last started) can only be flagged off after he has ridden for the same amount of time. So starting 20 minutes after no.1 he cannot be flagged off less than rider 1's stop time plus 20 minutes.

18.9. Compulsory stops.

Every rider must stop for 5 minutes' decontrol per lap. Lateness is not allowed and will come out of running time. It is the rider's responsibility to report back before his restart time.

18.9.1 CONTROL ZONES

All controls, meaning time checks, start and finish, decontrol zone indicated by means of markings that will be identified to all riders at race briefing(s) prior to the race.

The start of a control zone is indicated by a warning panel on white and red boards marked as first gear zones. At a distance of +-50m, before the position of the control zone and the same at the end of the control zone, approx. 50m.

Decontrol zone: The zone where riders will refuel and take a break between laps. The duration of the stop must not be less than the required time for the control.

It is strictly forbidden to enter a control zone from a direction other than that specified during the briefing, or to exist the control zone in the wrong direction & Speeding in the 1st gear zones and de-control area will face penalties:

- a) 1st offence: - penalty will be applied by the CoC
- b) Repeat offence: exclusion.

he riders are required, under threat of penalty, which may result in exclusion from the race, to follow instructions of the official(s) responsible for the control zone.

18.10 ENVIRONMENTAL MATS: Environmental Mats are compulsory at all events for each motorcycle, this needs to be presented in the decontrol area (or where the rider will stop and refuel or work on his / her motorcycle during the course of the event), timed penalties will be issued to those not complying and repeat offenders will receive a Financial Penalty (Ksh 5000.00 plus)

18.11 OUTSIDE ASSISTANCE

This may be permitted if felt necessary, at the Clerk of the Course's discretion. If a stopped motorcycle is blocking the passage of another then outside assistance may be used to remove it for safety reasons.

Technical section assistance: At the discretion of the CoC, official (helpers) can be stationed at technical sections to assist rider. This needs to be confirmed at the briefing prior to the race.

18.12 Results

The total time will be calculated in Hrs. Min / Sec for the rider who completed the most laps, then working downwards. Championship points will be rewarded if you are classified as a finisher.

19. ROUTE MARKING

This is recommended as per the MSFK Enduro Rules and Regulations.

- a) Route markings should be in red or orange "Day-Glo" and should have a visible area of 25 square centimeters' minimum.
- b) Green or white markers are not permitted. No route marker should be more than 1.5m above the ground. If the route is not obvious, each succeeding marker must be clearly visible from the proceeding one rider seated on the machine. On obvious routes the markers may be placed not more than 500m apart.
- c) Route markers should be placed on the left side of the track except where a turn is indicated, then the following will apply:
 - i) Track turning left-two markers, one above the other with a gap not exceeding 10cm will be placed on the left hand side of the track. 100cm will be placed on the left hand turn. This must be followed by a single confirmation marker on the left side of the track, within sight of the inspection.
 - ii) Track turning to the right- as above, except the double markers must be placed on the right hand side of the track.

iii) Track doubling back- four markers, one above the other, shall be placed on a fence pole at the turn to indicate the 180-degree corner.

- d) Danger boards should only be used where an extreme change in terrain takes place without warning. They should be minimum 30cm x 50cm 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 at the actual danger point.
- c) Where the obvious road is not a continuation of the route, “no go” marking should be introduced if at all possible.
- d) Where terrain does not allow for the above type of marking the route should be marked with painted day-glow directional arrows and non-directional Day-Glo painted onto fixed objects.
- e) Regardless of physical markings the routes will be provided via GPS tracks to ALL competitors, scoring competitors will be required to have GPS’s and they will be required to surrender the same at the end of each race if requested to do so by the officials.

20. ADVERTISING

- 20.1 Competitors shall be free to affix any advertising on their motorcycles provided that it:
- a) does not overlap on those areas which are reserved for the numbers.

21. OFFICIALS DEALING WITH RIDERS AND COMPETITORS

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

- a) the administrative and technical controls (Signing on & Scrutineering)
- b) the start and finish area
- c) Decontrol Area

21.1 ENDURO OFFICIALS

All officials, with the exception of the ASN Steward are to be appointed by the **Organizing Club** such officials may in turn appoint their assistants.

21.2 Officials include:

<u>OFFICIAL NAME</u>	<u>MSFK / FIM Africa Lic. No.</u>
<u>Event Director</u>	(Only if deemed necessary by the organizing club)
<u>Clerk of Course</u>	
<u>Assistant Clerk of the Course</u>	(Only if deemed necessary by the COC)
<u>ASN Steward</u>	
<u>Event Secretary</u>	
<u>Chief Technical Steward</u>	(Only if deemed necessary by the organizing club)
<u>Technical Steward</u>	(only if deemed necessary by the organizing club)
<u>Chief Timekeeper</u>	
<u>Chief Medical Officer</u>	
<u>Starter</u>	(Starter and finisher can be the same person)
<u>Finisher</u>	
<u>Environment</u>	
<u>Chief Security Officer</u>	(Only if deemed necessary by the organizing club)

- 21.3 It should be noted that the Clerk of the Course reserves the right to exercise his discretion in all matters and is ultimately answerable to the organizing club for all issues/matters relating to the event. The club in turn is answerable to the Motorcycle Sports Federation of Kenya.
- 21.4 **Clerk of the Course**
The Clerk of the Course shall be appointed by the organizing Club. The "Clerk of the Course", must have successfully participated in a seminar organized by the MSFK/FIM/FIM AFRICA and hold a valid Clerk of the Course Licence from any of the above bodies.

The Clerk of Course must complete a CoC Report to be sent to the Motorcycle Sports Federation of Kenya within 8 days after each event.
- 21.5 **ASN Steward**
The Steward of each event/meeting must compile a Stewards report to be sent to the Motorcycle Sports Federation of Kenya Secretariat within 7 days after each event. This report shall consider all matters relating to the event with particular focus on the implementation of Rules and Regulations, safety and environmental matters. Failure to send the report will result in a penalty to the Steward. (What qualifies a person to be a steward, this needs to be added in, as it has been done for the CoC?)
- 21.6 **Medical and Environmental Officer**
The Medical and Environmental Officer of each event will compile Report pertaining to matters under them. These reports must be sent to the MSFK Secretariat within 10 days after each event (see FIM AFRICA format). (What qualifies a person to be a medical / environmental Officer, this needs to be added)

22. TERMINOLOGY

MSFK: Motorcycle Sports Federation of Kenya.

MC: Motorcycle Commission of the above.

Stage: Each part of the Enduro.

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.

Neutralization: Time during which riders are stopped by the Clerk of the Course

Parc-Ferme: Zone in which no preparation or intervention is possible, with the exception of cases expressly mentioned in the Supplementary Regulations of the Enduro.

Final Instructions: Official bulletin forming an integral part of the Supplementary give Regulations of the Enduro and intended to modify them, more details or supplement them. The additives are numbered, dated and signed.

Route Card: Card destined for affixing the markings of the various checks carried out over the itinerary may be used:

TC – Time Control.

PC – Passage Control.

Opposing Route: No rider may oppose the route for any reason during the running of an event. The penalty will be exclusion.

23. MOTORCYCLES

Enduro' is open only to motorcycles. Unless the event is held wholly on private land they will have to be duly covered by a registration certificate. They must comply with the safety requirements laid down in the rules of the MC, and the countries where the event will take place.

24. ACCEPTANCE OF RIDERS

- 1.1 The Riders must be holders of a valid MSFK competition license.
- 24.2 Through the duration of the Hare Scramble, if the competitor is a legal person, all his obligations and responsibilities shall be borne in total, jointly and undividedly by the rider declared on the entry form.
- 24.3 Any unfair, incorrect or fraudulent action effected by a competitor or rider, shall be judged by the MC jury who shall decide on any penalty.
- 24.4 Riders aged minimum 13 years are eligible to participate, providing they hold a competition Licence issued by the MSFK and a valid Provincial drivers Licence, corresponding to the type of machine entered. They must also have the authorization of their FMN to participate in the competition. Should a supporting event for juniors be included the minimum age will be 6 to 13 years, but the route must not cross or use any public roads.
- 24.5 Guest Riders may compete in a National event, but will not be eligible to score Championship points, subject to them being license holders and authorization from their respective FMN and subject to the rider signing an indemnity.
- 24.6 The Organizers have the right to decline/reject any entry.

25. OFFICIALS DEALING WITH RIDERS AND COMPETITORS

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

- a) the administrative and technical controls
- b) the start and finish of stages
- c) regroupings.

26. ENTRIES

- 26.1 Any person wishing to take part in an Enduro must give to the Secretariat the entry form duly signed and accompanied by the amount of the entry fee.
- 26.2 Up to the time of the controls, the rider shall be free to replace the motorcycle entered.
- 26.3 The full fee will be refunded: -
 - a) To applicants whose entry has been refused.
 - b) In the event that the Hare Scramble is not held.

27. IDENTIFICATION NUMBERS

- 27.1 Three plates, measuring 25cm by 25cm, shall be affixed visibly at the front and on the rear sides of the bike throughout the duration of the event.
- 27.2 Identification marks may 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 severe penalty.
- 27.3 An identification arm-strap may be given to enable identification of the rider.

28. STARTING ORDER

These may be according to current Championship standings or at the discretion of the Clerk of the Course.

29. ASSISTANCE

Outside assistance may be permitted as per the Supplementary regulations.

30. INSURANCE

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

31. ADVERTISING

1. Competitors shall be free to affix any advertising on their motorcycles provided that it:
a) does not overlap on those areas which are reserved for the plates.

32. ROUTE MARKING

This should be done as per the MSFK Enduro Rules and Regulations.

33. CONTROL ZONES

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

33.1 The start of a control zone is indicated by a warning panel with a yellow background. At a distance of about 100m, the position of the control point is indicated by a panel with a red background. The end of the control zone, approx. 100m further on, is indicated by a final panel with a beige background and three black crossbars. It is recommended to place the panels to the right of the control zone. The width of the zone should not exceed 50m. This width may be defined by a double panel or other method.

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

33.3 It is strictly forbidden to enter a control zone from a direction other than that specified on the itinerary of the event, or to re-enter a control zone when the time card has already been stamped at this control.
a) 1st offence: - penalty 60 minutes.
b) Repeat offence: - exclusion.

33.4. 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 responsible for control, who will be obligatorily assisted by a control official.

34. TIME CHECKS

Unless the Clerk of the Course decides otherwise, time checks will be open for the duration of the Enduro. The controls will cease to operate once the event is officially over. At the time checks if a time card is used, 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. The card will be stamped only if the rider, together with his motorcycle, is in the immediate vicinity of the control table.

35. REGROUPING

The purpose of regrouping is to reduce any rather large gaps between riders arising as a result of delays and/or abandonment.

36. TECHNICAL AND SAFETY CONTROLS

- 36.1 The controls made before starting shall be of a very general nature (checking of licenses, make and model of bike, apparent compliance with series in which it has been entered, compliance of the safety equipment and general compliance of the motorcycle.)
- 36.2 At any time during the Hare Scramble, supplementary checks may be carried out either in respect of the rider or the motorcycle.
- 36.3 The competitor is responsible at any time of the Hare Scramble for the Technical conformity of his motorcycle.

37. TECHNICAL AND SAFETY

The MSFK Motorcycle Commission Enduro Technical and Safety Rules will apply

38. MEDICAL SUPPORT

- 38.1 Qualified/registered medical paramedics must be present.
- 38.2 Suitable 4x4 vehicle placed at the halfway mark on the route (100km), which can transport injured rider back to headquarters.
- 38.3 Ambulance to be stationed at headquarters for the duration of the race.
- 38.4 If a helicopter can be arranged to be on standby in the case of a serious injury so much the better.
- 38.5 Marshals may be equipped with red and green flares in case of serious emergency.

39. CLASSIFICATION

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

- 39.1 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). 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.
- 39.2 In the event of a tie, the winner declared will be the rider who has achieved the best time during the first selective sector. If this is not sufficient to decide between the two then the times of the second and third selective sectors, etc will be taken into consideration. This rule may be applied at any time during the Enduro.
- 39.3 The official classification of the Enduro will be posted on the official notice board not later than 1 hour after the arrival of the last motorcycle.
- 39.4 A rider who wins Clubman Class may then only compete in that class for one more year, before automatically moving up to Expert Class. Juniors may compete in Clubman class at the discretion of CoC and Organisers.

40. TIMEKEEPING

A timekeeping system approved by the MC will be used.

41. FUEL

Fuel Control

- 41.1 A fuel control may be carried out at any time during an event, according to Art. 63.05 of the FIM AFRICA Motocross Technical Rules. A rider whose fuel fails to meet the technical requirements will be excluded from the whole event and forfeit all Championship points and prize money earned from any heats during the event. This rider will also be liable to reimburse the full costs of the test and further penalties may be imposed.
- 41.2 All requests for fuel control following a protest must be accompanied by a deposit of Kshs. 6000/= paid to the Secretary of the organizing club.
- 41.3 In addition to the fuel requirements as depicted in Art. 63.01 of the FIM Technical Rules, riders will be allowed to use leaded fuel. Fuel mixtures must not include any Octane Boosting Additives of any description. Leaded or unleaded pump fuel to a maximum octane of 105 will be allowed.
- 41.4 After the last control:
The winning party will have its cost reimbursed. The losing party will have to pay the costs of all the controls carried out after deduction deposits, which have already been paid.

42. ENVIRONMENT

Competitors should adhere to FIM Environmental Code as adopted by Motorcycle Sports Federation of Kenya in particular

- a) Each rider must use environmental mats (absorbent top layer and liquid proof lower part) in their pits and ensure that no spillage of fuel, oil or other lubricants/contaminants occurs. Fueling is allowed only when a bike is placed on an Environmental Mat.
- b) Each rider is responsible for appropriate handling of the waste generated by his/her team during the event. Where organizers provide the necessary containers for waste (litter, recyclable waste, waste oil and other chemical substances including oily solid waste) they must be used as directed.
- c) The organising club may provide a wash bay/drainage area as per the FIM Africa environmental regulations. Washing of bikes and parts are allowed in the designated Washing Bay area only.
- d) Each Pit Area must have a Fire Extinguisher
- e) Naked BBQ fire may be allowed in the non-pits areas at the discretion of the CoC

Penalties are applied for non-compliance (see below). In accordance with FIM Africa rules, the following penalties are applied in sequence:

- 1st Offence- Warning,
- 2nd Offence- Time and/ or Position penalties,
- 3rd Offence- Disqualification,
- 4th Offence- Withdrawal of Championship points,
- 5th Offence- Fine
- 6th or more offences- exclusion

Race organizers /promoter must have a minimum of 2 fire extinguisher

43. PROTESTS

Protests must be lodged and processed according to the Disciplinary and Arbitration Code of the FIM, the NCR's and the Supplementary Regulations and be accompanied by a fee of Kshs. **15,000/-** returnable if the protest is justified.

All protests must be submitted in writing and signed only by the person directly concerned.
For participants under the age of 18 years, the registered Guardian will be required to countersign the protest.

Each protest must refer to a single subject only and must be presented within 30 minutes at the latest of the publication of the results, unless otherwise provided in the Appendices of the FIM Sporting Code.

If the protest entails dismantling a machine, the protest fee must be accompanied by a further additional Kshs. 10,000/-. It is the right of the rider whose machine has been protested to choose the mechanic to carry out such dismantling. Dismantling a machine must be carried out in the presence of both parties the COC and MSFK Steward.

Protests entailing a fuel control must be accompanied by a further additional Kshs. **15,000/-**

The losing party is liable for all costs in any protest should these be incurred. These costs will be determined by the COC and his appointed officials.

The Jury exercises supreme control during the meeting in respect of the rules as well as the adjudication of penalties except when otherwise provided for in the regulations.

The Jury is the only tribunal of the meeting competent of adjudicate upon any protest that may arise during a meeting.

The Jury must settle any dispute and impose penalties according to the provisions laid down in the Disciplinary and Arbitration Code.

Following a protest, the organising club will inform the event participants of the protest(s') subject and the outcome

44. ANTI-DOPING AND ALCOHOL TESTS

44.1 Anti-doping and alcohol tests may be carried out according to the FIM Africa Medical Code. A rider who tests positive will be excluded from the whole event. Further penalties may be imposed.

44.2 It is the discretion of the Chief Medical Officer or Doctor in charge at any race meeting to carry out any anti-doping tests or verify alcohol abuse by any rider.

Appendix A: TECHNICAL AND SAFETY RULES AND REGULATIONS

The term motorcycle covers all vehicles having, in principle, less than four wheels, propelled by an engine and designed essentially for the carriage of one or more persons of which one is the rider of the vehicle. The wheels must normally be in contact with the ground except momentarily or in certain exceptional circumstances.

2. FREEDOM OF CONSTRUCTION

Provided a motorcycle conforms to the requirements of the FIM regulations, to the MC Supplementary Regulations, as well as a number of specific conditions that may be required at certain types of competitions, no restriction is placed on the make, construction or type of motorcycle used.

3. CATEGORIES OF MOTORCYCLE

Motorcycles are divided into categories and groups which may be observed for all meetings. In principle, it is forbidden for different categories, groups and classes to compete together, unless the Supplementary Regulations state otherwise.

Category 1: Motorcycles propelled by the action of one wheel in contact with the ground.

Group A1:- Solo Motorcycles. 2- wheeler vehicles making only one track on the ground.

4. MOTORCYCLE CLASSES

Groups are separated into classes. Classes are as per the Supplementary Regulations for each competition.

5. HANDLEBARS

- 5.1 The width of handlebars is: not less than 600mm and not more than 850mm.
- 5.2 It is recommended that the handlebars be equipped with a protection pad on the cross bar. The handlebars without a cross member may be equipped with a protection pad located in the middle of the handlebars, covering widely the handlebar clamps.
- 5.3 Exposed handlebar ends should be plugged with a solid material or rubber covered.
- 5.4 Stops, other than steering dampers, must be fitted to ensure a minimum clearance of 30mm between the

- handlebar with levers and the tank when on full lock to prevent trapping the rider's fingers.
- 5.5 Handlebar clamps must be very carefully radiused and engineered so as to avoid fracture points in the bar.
 - 5.6 If hand protectors are fitted they must be of a shatter-resistant material and have a permanent opening for the hand.
 - 5.7 The repair by welding of light alloy handlebars is prohibited.

6. CONTROL LEVERS

- 6.1 All handlebar levers (clutch, brake, etc.) must be in principle ball ended (diameter of this ball to be at least 19mm). This ball can also be flattened, but in any case the edges must be rounded (minimum thickness of flattened part 14mm). The ends must be permanently fixed and form an integral part of the lever.
- 6.2 Each control lever (hand and foot levers) must be mounted on an independent pivot.
- 6.3 The brake lever if pivoted on the footrest axis must work under all circumstances, such as the footrest being bent or deformed.

7. THROTTLE CONTROLS

- 7.1 Throttle controls must be self-closing when not held in the hand.
- 7.2 Motorcycles must be equipped with a functioning cut out switch or button mounted on either the left or right side of the handlebar (within reach of the hand while holding the hand grips), which can stop a running engine.

8. FOOTRESTS

- 8.1 Footrests may be of a folding type but in this case must be fitted with a device which automatically returns them to the normal position, and an integral protection is to be provided at the end of the footrest which must have at least 8mm radius.
- 8.2 If the footrests are not of the folding type or rubber covered they must be rounded with a spherical radius of not less than 8mm.

9. BRAKES

- 9.1 All motorcycles must have at least 2 efficient brakes (one on each wheel) operated independently and concentrically with the wheels.

10. MUDGUARDS AND WHEEL PROTECTION

- 10.1 Motorcycles must be fitted with mudguards.
- 10.2 Mudguards must project laterally beyond the tyre on each side.
- 10.3 The front mudguard must cover at least 100 degrees of the circumference of the wheel. The angle formed by one line drawn from the front edge of the mudguard to the centre of the wheel and one drawn horizontally through the centre of the wheel must be between 45 and 60 degrees.
- 10.4 The rear mudguard must cover at least 120 degrees of the circumference of the wheel. The angle formed by two lines, one drawn from the rear edge of the mudguard to the centre of the wheel and one drawn horizontally through the centre of the wheel shall not exceed 20 degrees.
- 10.5 The angle (max 20 degrees) for the rear mudguard shall be measured with the rider sitting on the motorcycle.

11. STREAMLINING

No streamlining is allowed **12. WHEELS, RIMS AND TYRES**

- 21.1 All tyres will be measured mounted on the rim at a pressure of 1kg/cm (14lb/sq.in); measurements taken at a tyre section located at 90 degrees from the ground.
- 21.2 Any modification to the rim or spokes of an integral wheel (cast, moulded, riveted) as supplied by the manufacturer or a traditional detachable rim other than for spokes, valve or security bolts is prohibited except for tyre retention screws sometimes used to prevent tyre movement relative to the rim. If the rim is modified for these purposes then bolts, screws, etc. must be fitted.
- 21.3 Enduro Tyres.

The front tyre dimensions are free.

Tyres with metal studs, spikes, chains or any other anti-skid devices are not permitted. Scoop or paddle tyres (continuous radial rib) are forbidden.

Only tyres normally available from commercial or retail sources are authorized.

They shall appear on the tyre manufacturers range catalogue or tyre specification list available to the general public.

They must be manufactured to comply with the European Tyre and Rim Technical Organization requirements in respect of load and speed codes and have a minimum service description of 45 M.

12. NUMBER PLATES

- 12.1 Number plates are required for Enduro. They must be fitted as follows:
- 12.2 They must be rectangular in shape and made from a rigid and solid material with minimum measurements 285mm x 235mm.
- 12.3 The plates curved not more than 50mm out of a true plane must not be covered or bent.
- 12.4 One plate must be fixed to the front inclined not more than 30 degrees rearwards from the vertical. The others must be placed vertically one on each side of the motorcycle facing outwards. They must be fixed in such a manner as to be clearly visible and they must not be masked by any part of the motorcycle or by the rider when seated in the driving position.
- 12.5 In place of separate plates, a space of equivalent size in matt colours can be painted or fixed on the bodywork.
- 12.6 The figures must be clearly legible and like the background must be painted in matt colours to avoid reflection from sunlight. The minimum dimensions of the letters being:
Height of figure: 140mm
Width of figure: 80mm
Width of stroke: 25mm
Space between 2 figures: 15mm
- 12.7 All other number plates or markings on a motorcycle liable to cause confusion with the number must be removed before the start of a competition.
- 12.8 The side number plates must be positioned above a horizontal line drawn through the rear wheel spindle, and the front edge of the plate must be behind a vertical line drawn at 200mm to the rear of the rider's footrest.
- 12.9 Number plate Colours: The background colours and figures vary according to the class of motorcycle and the type of competition, the details being indicated in Supplementary Regs. for each meeting.
The colours must be matt and are **black** numbers on a **yellow** background or **white** numbers on **green** background (175cc to 250cc 2ST and 290cc to 450cc 4ST).

13. IDENTIFICATION NUMBERS

- 13.1 Three plates, measuring:
Front Number: minimum: 12cm long by 3cm wide (Body of the number)
Side numbers: minimum: 9cm long by 2cm wide (body of the number),

- All numbers must be visible on three sides of the bike throughout the duration of the Enduro.
- 13.2 Identification marks may be fixed to the machines during scrutineering, prior to the start. The scrutineer / technical stewards may check, at any time, the presence of these identification marks. The absence or falsification of an identification mark may result in severe penalty or immediate disqualification at the discretion of the CoC.
- 13.3 An identification arm-strap or Orange vest may be given to enable identification of a new rider.

14. EQUIPMENT AND PROTECTIVE CLOTHING

- 14.1 During practising and competition, the riders must wear the following clothing and footwear: Riders must wear protective clothing of cloth or leather. Knee-length boots, and gloves of leather or an equivalent material must be worn.
- 14.2 A chest protector and/or additional back protection are recommended.

15. WEARING OF HELMETS

- 15.1 It is compulsory for all participants taking part in practice and competitions to wear a protective helmet. The helmet must be properly fastened, be of a good fit, and be in a good condition. The helmet must have a chin strap type retention system.

16. HELMET OPERATIVE INSTRUCTIONS

- 16.1 Scrutineers, under the supervision of the Technical steward may check prior to practice and the competition that all helmets meet the technical requirements.
- 16.2 If a helmet does not meet the technical requirements and is found to be defective, the technical steward must remove all approval marks and retain the helmet until the end of the event. The rider must submit another helmet for approval by the Technical Steward. After an accident involving impact, the helmet must be presented to the Technical steward for examination.
- 16.3 All helmets must be intact and no alteration must have been made to their construction.
- 16.4 The technical steward and/or scrutineer may perform the following checks before a rider is permitted to take part in practice of the competition:
 - a) The helmet fits well on the rider's head.
 - b) That it is not possible to slip the retention system over the chin, when fully fastened.
 - c) That it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

17. RECOGNISED HELMET APPROVAL MARKS

Europe ECE 22-04 & ECE 22-05 'P', 'NP' or 'J'.
 Great Britain BS 6658 GRADE A & B (all disciplines)
 USA DOT Federal Standard No 218/ SNELL M 95 (minimum) and M 2000

18. EYE PROTECTION

The use of glasses, protective goggles as well as helmet visors and "tear offs" is permitted. The material used for eye protectors and glasses must be made of shatterproof material. Eye protectors which cause visual disturbance (scratched, etc.) must not be used. It is recommended that the Technical Steward be informed if a rider wears contact lenses.

19. TECHNICAL CONTROL

A rider is at all times responsible for his/her machine

20. MINIMUM ACCEPTABLE REQUIREMENTS.

- 20.1 All Motorcycles must be in a good state of repair and deemed to be safe for competition. This will be enforced as per the above rules, and the FIM AFRICA Enduro Technical rules for all competitions will apply.
- 20.2 The decisions of the Clerk of the Course and/or the Chief Scrutineer are final.
- 20.3 The minimum safety equipment and protective clothing is as follows:
- i. Helmet (in good repair)
 - ii. Knee-length boots
 - iii. Gloves
 - iv. Long-sleeved shirt
 - v. Trousers.

FIM AFRICA Technical and safety rules will apply.

21. ENDURO TIMEKEEPING SYSTEMS

- 21.1 **FIM Africa:**
To be advised in due course by the FIM AFRICA.
- 21.2 **MSFK Baja Type:**
A suitable timekeeping system will be approved by the MC.
- 21.3 **Enduro Type:**

Start

The riders will be started at intervals of 1 minute or 30 seconds, subject to the length of the track. The quickest rider should have at least 1/2 to 2/3 of a lap clear behind the last rider off the start. The start will be in order of seeding (based on championship points), subject to the discretion of the organizers.

Distance

The race distance will be between 2 to 3 hours, to be stipulated before the race start – total time (TT). The quickest riders will receive the finish flag, on the same lap during which the TT expired. The rest of the riders will then be flagged off. Lapped riders will be flagged off after the quickest rider's time plus the time interval they started behind him.

Eg: Race TT = 2 hours, riders at 1 minute intervals.

Rider 1 (winning) completes 6 laps in 2.10.06 (hrs. min. sec)

Rider 20 (last started) can only be flagged off after he has ridden for the same amount of time. So starting 20 minutes after no.1 he cannot be flagged off less than rider 1's stop time plus 20 minutes.

Compulsory stops.

Every rider must stop for 5 minutes decontrol per lap. Lateness is not allowed and will come out of running time. It is the rider's responsibility to report back before his restart time.

Results

The total time will be calculated in Hrs Min / Sec for the rider who completed the most laps, then working downwards. Championship points will be rewarded if you are classified as a finisher.

21.4 Motocross Type:

This will be by mass start, but may be in 2 lines on the grid with the fastest at the front. There will be a total number of laps with a half way rest / refuel stop.

Eg: Race total distance 24 laps.

12 laps – stop between 10 to 30 minutes – 12 laps.

Total running time between 2 to 3 hours. All riders will be flagged off together after the leader has completed 12 laps both times. Position is shortest total time if all laps completed, then working down on number of laps.