



2025

WC Regional Standing Supplementary Regulations

Motocross Championship



Version 1

20 January 2025

Ref: WC 101 - 25

REVIEW AND AMENDMENTS

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

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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

1. CONTROLLERS

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

2. AIM OF THE CHAMPIONSHIP

The aim is to declare Western Cape Regional Motocross Champions in the following classes:

- **MX High School**
- **MX 85cc**
- **MX 65cc**

3. ELIGIBILITY OF RIDERS

The Regional Championship shall be open to all riders who are domiciled in the area under the jurisdiction of the MSA Western Cape Regional Committee as well as any other suitably licensed competitor not taking part in any other MSA-sanctioned Regional Championship series / event for reasons acceptable to the MSA Western Cape Regional Motorsport Committee. All eligible riders must hold a minimum of a current valid Regional Motocross, Cross Country Motorcycle or Enduro competition license as issued by MSA and these must be produced at documentation.

4. MINIMUM NUMBER OF STARTERS

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

5. CLASSES AND TECHNICAL SPECIFICATIONS

5.1 MX High School

- Open to riders from the year of their 13th birthday, to 31 December of the year in which their 18th birthday occurs.
- Two stroke motorcycles of 105cc or 125cc capacity only – 112cc not permitted.
- Wheel size – Rear 19" / 18" and Front 21"

5.2 MX 85cc

- Open to riders from the year of their 10th birthday, to 31 December of the year in which their 14th birthday occurs.
Please note that the age for female competitors will be from the year of their 10th birthday, to 31 December of the year in which their 15th birthday occurs.
- Wheel size - Rear 14" and Front 17" or Rear 16" and Front 19".

- Will be bore and stroke to capacity only and no further restrictions will apply.
- Minimum 80cc to maximum 85cc 2 stroke or not exceeding 150cc 4 stroke.

5.3 MX 65cc

- Open to riders from the year of their 7th birthday, to 31 December of the year in which their 12th birthday occurs.
Please note that the age for female competitors will be from the year of their 7th birthday, to 31 December of the year in which their 13th birthday occurs.
- Clutch lever with gears, motorcycles not to exceed 65cc.
- Wheel size - Rear 12" and Front 14".

6. RACE DURATION / COMPETITION DURATION

Races shall be run over a course with a minimum distance of 0.6km for Junior Circuit and 1.0km for Senior Circuits.

Below is the race schedule should 2 heats be run on a race day:

MX High School	-	15 minutes + 1 Lap
MX 85cc	-	14 minutes + 1 lap
MX 65cc	-	13 minutes + 1 lap

Classes may be combined at the discretion of the CofC. Refer to NOTE 10 of the 2025 National MX SSR's for information on which classes may be combined.

7. POINT SCORING

Standard scoring will apply for the championship (see SSR 243). All entries MUST appear on the result sheets, even if a rider does not start the 1st race or does not complete racing for the day.

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

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

If a competitor riding in a higher status event, already participating in that championship, they will be awarded average points towards the Regional Championship to be calculated as an average across all heats raced for the year. The higher tier race needs to be upon invite of MSA and provided that proof of this selection is forwarded to the relevant Regional Representative.

8. CHAMPIONSHIP EVENTS

The Championship will comprise of six (6) rounds with-two heats each per class per round, totally 12 heats.

9. NUMBER OF RACES / EVENTS SCORING TOWARDS THE CHAMPIONSHIP

All races to count. If for any reason scheduled race are cancelled due to Force Majeure, then the rest will still score towards the championship. The championship may be reduced to 10 heats run but for the Championship to be declared, the minimum rider number must still be complied with.

10. QUALIFYING AND GRIDS

The Supplementary Regulations (SR's) shall state the method of starting and the manner in which starting positions will be determined. This will be on one of the following methods:

- a) Lowest motorcycle numbers, or
- b) Finishing order in the preceding race, or
- c) Selection made with the object of placing the fastest rider in front, as per the telemetry timing system, or
- d) Championship points position.

11. STARTING PROCEDURES

- a) Mass start, or
- b) Start by groups.

At the discretion of the Clerk of the Course in a race with combined classes, the larger capacity class machines shall be given positions at the start ahead of the smaller capacity class machines.

12. DEFINITION OF A STARTER

Refer to GCR 230, 266 and GCR 268 of the 2025 GCR Handbook.

13. DEFINITION OF A FINISHER

Refer to SSR 238 of the 2025 National MX SSR's.

14. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each event will be available on the Motorsport SA website (www.motorsport.co.za) and any objections concerning the scoring must be received by MSA in writing not later than seven (7) days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.

15. SEPARATION OF TIES OVERALL

Refer Art 7 of the 2025 National MX SSR's and if this is ineffective the Western Cape Regional Committee will declare the winner on any basis it may deem fit.

16. DECLARATION OF CHAMPIONS

The MSA Western Cape Regional Committee at its sole discretion is responsible for declaring the winner of the championship or to withhold such declaration.

17. CLOSURE OF CIRCUIT

The closure of the circuit prior to a Regional Championship event will be no later than 19h00 on the Wednesday preceding the event. It is the rider's responsibility to confirm whether a circuit is open or not.

18. SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and videos. As such, competitors should be aware that their conduct on social media regarding MSA, the Championship, the Club, its riders and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and/or MSA into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that MSA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.