



2025

MSA National Standing Supplementary Regulations

Motocross



Version 2

20 March 2025

REVIEW AND AMENDMENTS

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.

AMENDMENT RECORD

<i>Modified SSR / ART</i>	<i>Date applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
SSR 225 i), SSR 226 viii), SSR 237 i) and ix), SSR 240 A i), SSR 245 iii) – vii), SSR 251 iv), v), vii) and viii), SSR 258 i) & ART 11 H)	Immediately	20 Mar 2025	Wording added
SSR 245 ii)	Immediately	20 Mar 2025	Wording removed
SSR 240 xi) & SSR 251 iii)	Immediately	20 Mar 2025	Wording removed and added

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- NOTE 1:** MSA reserves the right to change these regulations without prior notice. A one-year notice period will be observed in respect of major changes such as Championships, age groups and classes. The one-year notice period will include but not be limited to Commission decisions taken in the preceding year and may be waived by the Commission and or MSA, where deemed necessary.
- NOTE 2:** Dedicated fund amount per competitor will be R50.00 at all MSA MX National events, and R20.00 at all MSA MX Regional and Club events.
- NOTE 3:** All Clubs must deal directly with the MSA Appointed Organisers / Promoters regarding Sponsors, agreements, fees / costs. Clubs are encouraged to ensure that written contracts are concluded prior to the event with the Organisers / Promoters.
- NOTE 4:** All Motocross clubs who host both Junior and Senior events must provide a demarcated track for 50cc motorcycles. Notwithstanding the above, all venues hosting Motocross events are required to submit detailed track diagrams, including measurements of the tracks and all obstacles to the Sporting Co-Ordinator for onward transmission to the Commission President and MSA Safety Panel who will be required to conduct safety inspections. Junior and Senior class tracks may be combined, however must be the required shortened version offering reasonable track options suitable for a 50cc motorcycle. The Clerk of the Course's decision regarding compliance is final on the day. Within Regions, Regional Track Inspectors decisions will be final.
- NOTE 5:** Where the Entrant is not the competitor, an Entrants license must be obtained from MSA prior to the submission of the entry. Failing this, the entrant's name will not be published in any documentation for the event.
- NOTE 6:** All Motocross competitors need to join either an MSA affiliated Motocross or Cross Country / Enduro Motorcycle club who host official MSA events in the 2025 year – No exception will be allowed. A list of these clubs can be obtained from MSA or on the MSA website (www.motorsport.co.za) – Refer to GCR 127 c).
- NOTE 7:** Regional and Club category specific regulations may not be in conflict with National SSRs, unless approval from the Motocross Commission has been received. Where individual facet regulations are silent on an issue, and in the event of any dispute, these National SSRs will take precedence.

Link for the 2025 GCR Regulations:

<https://www.motorsport.co.za/publications/>

SSR

221.

NUMBERS

- i) All machines must have three number plates, one on the front and one on each side at the rear where they can be clearly seen. They must be elliptical or rectangular in shape.
- ii) The minimum dimensions of the numbers for Senior Classes must be:

Minimum Height	: 90mm
Minimum Stroke Width	: 20mm
Minimum Spacing	: 4mm
- iii) The minimum dimensions of the numbers for Junior Classes must be:

MX 50cc - minimum of 75mm high, 15mm stroke width and minimum spacing of 4mm
MX 65cc - minimum of 90mm high, 20mm stroke width and minimum spacing of 4mm
MX 85cc - minimum of 90mm high, 25mm stroke width and minimum spacing of 4mm

- iv) All number plates fitted to the machine must be of a rigid material and must be solidly constructed.
- v) Any other number plate or marking on the motorcycle that might be confused with the number must be removed before the competitor is allowed to start.
- vi) Numbers 1 to 10 will be allocated for all classes as per the 2024 MSA National Motocross Championship results.

222. **COLOUR OF NUMBERS**

- i) Red backing for front number boards only, are strictly reserved for point's leaders in each respective class going into each round. Should a tie exist, and Art. 7 not be able to determine a leader, then the winner of the day by means of the best last score of the day shall declare the leader.
- ii) White numbers on a black backing for the MX 2 class.
- iii) White numbers on a blue backing for the MX Ladies class.
- iv) Black numbers on a white backing for all other classes.

223. **OTHER NUMBERS TO BE DISPLAYED BY COMPETITORS**

- i) All competitors may display their Sponsor's logo on the side number boards or anywhere else on the machine. Front number board logo may be displayed in a manner so as not to obscure the number in any way and must be completely white background except for provisions in SSR 222.
- ii) Competitors must display the correct numbers in a contrasting colour on the backs of their jerseys or chest protector.
- iii) The size of these numbers shall be:

	<u>Minimum</u>
Height:	100mm
Width:	70mm
Stroke:	25mm
- iv) All riders to display the official MSA logo on their motorcycle decal kit.
 Size: no smaller than 30mm x 30mm.
 Placement: front number board top left.
 MSA Logo: must be added to either side of the motorcycle in close proximity of the side number.

224. **ALLOCATION OF NUMBERS**

- i) Numbers are only allocated by MSA Head Office once competitors have purchased the licence valid for the year. It is the responsibility of the competitor to obtain a competition number from MSA, prior to printing any number stickers for the season.
 Race numbers from the previous season will be provisionally held until 31 January 2025, for the same class, facet and status, subject to competitors obtaining the 2025 MSA licence and then confirming the race number for the 2025 season with MSA.
 Please kindly complete the link for Race number reservations -
<https://forms.office.com/Pages/ResponsePage.aspx?id=jkGcpF1ON0CI2e1ma9ZvSbKPhD4UCcdAknigi9aYHoZUMIVYUIEwVIQ1SEYzMEpUMzFSNjJIVTRRWi4u>
- ii) Numbers will start from 1 upwards.
- iii) Numbers will be allocated to the top 10 who have scored points in the South African Championships, and the number allocated will depend on the number of points scored in the Championship. Where two or more competitors scored the same number of points, the best individual results will be taken into account – Refer to Art 7.
- iv) Once numbers have been allocated to competitors who fall into the already mentioned categories, numbers will then be issued to the remainder on a first come, first served basis.
- v) Any competitor changing from one class to another must ensure that he / she informs MSA Head Office accordingly.
- vi) Only numbers allocated by MSA will be permitted. In any dispute, the number allocated by MSA will be deemed to be the correct number.
- vii) Competitors with numbers not issued by MSA will not be permitted to start.

225.

PROTECTIVE CLOTHING

- i) Full-face type helmets in sound condition and fitting the wearer are to be properly fastened and worn by all competitors during racing and practice in accordance with FIM Technical Regulations EN1621-(x) and EN14021. **Clerk of Course, Assistant Clerk of Course or delegated official to check that helmets are securely fastened and strap clips secured prior to the race or practice. This must be done whilst behind the gates or lined up for practice prior to engaging in the race or practice.**
- ii) Protective clothing must also be worn by all competitors during racing and practice in accordance with FIM Technical Regulations EN1621-(x) as well as EN14021.
- iii) This clothing is:
 - a) Long sleeved jerseys of adequate strength to provide protection in the event of a fall;
 - b) Breeches of adequate strength to provide protection in the event of a fall;
 - c) Gloves of adequate strength to provide protection in the event of a fall;
 - d) Boots specifically made for motocross;
 - e) Goggles and / or spectacles if worn must be made of non-splinter material;
 - f) Chest protector of an adequate and approved standard will be mandatory in all junior (MX 50cc / MX 65cc / MX 85cc) classes and recommended for all other classes.
 - g) Knee guards (recommended).
 - h) Neck Braces (recommended).
- iv) Failure to comply with all these requirements will entail exclusion or a lesser penalty at the discretion of the Stewards.

226.

SCRUTINEERING

The following must be produced for approval at scrutineering and / or documentation:

- i) Self-declaration Scrutineering shall apply. Forms will be available for download from the entry system and once completed, these must be returned to the race secretary. Engine and Chassis number must be inserted on the form. On receipt, a transponder where applicable, will be issued along with a scrutineering sticker to be placed on the motorcycle.
- ii) Other than clause (iii) below, each competitor may only qualify and race one identified motorcycle per class, from the commencement of official qualifying session.
- iii) Should a race motorcycle be extensively damaged (mechanically) and beyond immediate repair during qualifying or race 1, the Stewards of the Meeting (as per GCR 259), in consultation with the Clerk of Course and the Technical Consultant (where one is appointed), may give permission for a spare motorcycle to be used. The damaged original race motorcycle has to be impounded, in case of any protests or strips concerning its legality, by the Clerk of the Course. The spare motorcycle's Engine and Chassis number must be recorded and signed for, by both the competitor and the Stewards of the Meeting.
- iv) All competitors will be required to have a fire extinguisher, minimum size 2.5kg, which must be available for inspection at their pits.
- v) Only helmets complying with the following standards as per 01.70 in the 2025 FIM Technical Motocross Regulations, are permitted.
- vi) No cameras will be permitted on helmets. No external devices (including mounting brackets or materials used to mount devices) may be mounted or fixed to the helmet (or peak) other than original helmet manufacturer accessories (such as a replacement peak, peak extension or mouthpiece). No recording / data collection devices (of any type) may be mounted or fixed to the helmet or helmet accessory.
- vii) Each competitor may scrutineer a maximum of two motorcycles per class, however, should any protest or scrutineering checks occur or any impounding, then both scrutineered motorcycles are required and must be produced for scrutineering or technical inspection. The competitor may compete with either motorcycle subject to having both motorcycles scrutineered and available for technical inspection or scrutineering at any stage required by the TC/Scrutineer, Clerk of the Course or officials. Should an additional (3rd) motorcycle be required, the competitor will need to complete the manual scrutineering process on the day and submit to the race secretary to process, and the motorcycle must be physically scrutineered. Should you do a change of machine not originally scrutineered under the

- specific riders, the motorcycle will need to be re-scrutineered under the new rider's name.
- viii) **Helmet check - the Clerk of Course or on instruction of Clerk of Course, the helmet strap check must be done on the start line prior to the race or practice. Straps must be checked for the correct D-buckle as well as firmly tightened. Any helmet found not to be firmly tightened, or have the incorrect helmet strap, may not participate in the race or practice. When exiting the track, the rider may not remove his/her helmet prior to reaching the dedicated Parc Ferme areas and the motorcycle has come to a stop. Riders MAY NOT ride their motorcycles to the pit areas or wash bay areas post Parc ferme without refitting their helmet. No rider shall be in motion on a motorcycle without a fitted helmet under any circumstance, the penalty for this is as per GCR 177, depending on the severity and at the discretion of the Clerk of Course.**

NOTE 8: No competitor will be permitted to practice at a race meeting unless he / she has been given a valid scrutineering sticker or tag ensuring that the motorcycle has been checked for all safety aspects.

227. MODIFICATIONS TO MACHINES

- i) These regulations apply to MX 50cc, MX 65cc and MX 85cc classes: The MSA Motocross Commission reserves the right to grant recognition to any new make or model for Motorsport purposes and may at its sole discretion impose conditions for acceptance to ensure compliance with details and anticipated performance. The right of competition of any motorcycle is granted at the sole discretion of the MSA Motocross Commission and the competition status for such Motorcycle lies exclusively with the MSA Motocross Commission.
- a) Classes MX 50cc, MX 65cc and MX 85cc will be bore and stroke to class capacity. To be read with SSR 242.
- ii) Senior Classes will be bore and stroke to class capacity.

228. EQUIPMENT TO BE REMOVED BEFORE SCRUTINEERING

- i) Licence
- ii) All badges other than stickers
- iii) Luggage carriers
- iv) Crash bars
- v) Headlights, stoplights and indicator lenses
- vi) Rear view mirrors and reflectors
- vii) Centre and side stands.

229. UNOFFICIAL AND OFFICIAL PRACTICE

- i) Friday practices will be held the day before each National event – these will be unofficial practice days, however, will be MSA sanctioned. This Friday practice will consist of two (2) non-mandatory sessions. Participation in these practice days will be chargeable but offer competitors a valuable opportunity to prepare for the National event in a controlled and safe environment. While participation is optional, it can significantly benefit those who choose to take advantage of this opportunity. Timing of one or more of these sessions is at the discretion of the Organisers / Promoters and the availability of the timekeepers. These sessions are not a substitute for qualifying practice which will still be held at the National event on the Saturday morning.
- ii) The first lap of any practice sessions is a sighting lap, which is to be ridden under a yellow flag, irrespective if the yellow flag is displayed or not. Competitors are to exercise caution and view the track and ride at slow pace. Competitors may not jump any jumps but may pass other competitors. The penalty for a breach of this rule is exclusion for the event.
- iii) Where necessary a pace rider may be nominated.
- iv) All practice periods for National Championship events to be 10 minutes for MX 50cc and 12 minutes for all other classes. Additional practice, if required, will be at the discretion of the Clerk of the Course.
- v) No mass starts for practice will be permitted.
- vi) The number of competitors to start practice at any one time will be at the discretion of the Clerk of the Course. The Clerk of the Course will also decide upon the number of competitors

- permitted on the track at any one time.
- vii) Organisers / Promoters must allow competitors to observe the course on foot if no sighting lap is permitted before the start of each heat.
 - viii) Tracks / Venues must close by no later than 18:00 on the Sunday one (1) week prior to the event for any National and Regional events. No competitor is allowed to practice on a national track which is to be used for a National Championship event within this period, unless otherwise arranged and reflected in the SRs.
 - ix) Competitors must circulate round a complete course, and they may not leave the course to repeatedly attempt particular obstacles.
 - x) No machines may be ridden around the perimeter of the course. The penalty for disobeying may be exclusion from the event.
 - xi) If the track is altered during the running of the event, all competitors must be allowed at least one inspection lap.
 - xii) Signal / Repair area and Stop / Go areas will be identified at each venue / track. This is the only area for motorcycles to stop.
 - xiii) Electronic riders briefing may be held via the unofficial notice board, however, should an official riders briefing be requested by the Clerk of the Course, a roll call will be taken and a fine of R250.00 will be implemented to any competitor not present.
 - xiv) Practice line-up for Round 1 of the new season shall be by random draw, preferably digital random selection prior to the race meeting or via closed draw at the pre-race paddock. From Round 2 onwards, shall be based on current MSA National Motocross Championship Point standings.
 - xv) If a rider is unable to complete at least 3 laps (sighting plus 3) in their respective class during practice due to mechanical failure, the Clerk of the Course may allow the competitor to practice with another class where the rider is eligible or during the Officials meeting period. Timing results must be combined for the affected rider. If the Official's meeting time has expired after official practice, the discretion of the Clerk of the Course remains whether to allow any practice for the competitor. Any extra time allowed for such additional practice rests with the Clerk of the Course but the minimum time is sighting plus 3 laps. See GCR 22

A) Sighting Laps

- i) There will be NO sighting laps or sighting starts for any class;
- ii) Track access will be permitted to riders of all classes where MX 50cc, MX 65cc and MX 85cc competitors must be accompanied by their mechanic or parent/guardian;
- iii) Track walk tags or bibs will be issued to the rider, mechanic, parent/guardian (as per class) to a maximum of 20 tags / bibs at any one given time;
- iv) A maximum of 30 minutes will be allowed to view the track;
- v) No spectating is allowed during track walks and tags / bibs must be returned within the specified timeframe;
- vi) Riders, mechanics, parents/guardians are to remain at least 3m from the track edge and safe distance from the track at all times;
- vii) Riders, mechanics, parents/guardians MAY NOT cross the track at any stage whilst any heat is underway;
- viii) Riders, mechanics, parents/guardians MAY NOT engage in signaling or cheering a race whilst they are conducting a track walk under SSR 229 (A). The penalty for this is R5000 payable to the MSA MX Commission.

230. STARTING POSITIONS

The supplementary regulations shall state the method of starting and the manner in which starting positions will be determined. This will be by:

- i) Official Qualifying practice time sheet;
- ii) Championship points position;
- iii) Organisers / Promoters must erect a notice board near the start area indicating the order in which competitors are to be called to the start gate. Competitors are to get into these positions in the pre-race paddock.
- iv) Riders called from pre-race paddock in the respective order have option to choose whichever

starting gate is available after the rider ahead has made a selection. A reasonable time of 10 seconds is allowed to make a gate choice.

- v) Once the motorcycle has been engaged into the gate position, the rider may not change the gate selection unless a mechanical failure is noted on the gate drop mechanism or ordered by the Clerk of the Course.
- vi) If the rider is allowed a sighting start, sighting lap or if the race is stopped for any reason by red flag, the rider must return to the same gate originally chosen.
- vii) A different gate may only be chosen for a different heat at the specific race meeting.

231. TYPES OF STARTS

- i) Mass start, or;
- ii) 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 small capacity class machines. MX Supermini may be combined with MX High School only with a split start being MX High School start first and allow sufficient lag time before MX Supermini gate drop.

232. STARTING GRID

- i) All starts shall take place from the starting grid, which shall consist of individual metal starting gates.
- ii) The start gate to be 40-50cm above ground level. National Championship events shall have a gate with 40 starting positions unless specific approval to the contrary has been granted in writing by the MSA MX Commission in consultation with the MSA Safety Panel prior to the event following a formal request.
NOTE: Formal requests, if approved as set out above, will only be effective for the calendar year when the formal request was made.
- iii) The trigger mechanism must be shielded from the competitor's view. A barrier or kerb must be provided 3 metres behind the down position of the start gate.
- iv) Each motorcycle must have one-meter width on the starting line. Starts from two lines are not permitted.
- v) In National events, the places of non-starters shall be taken by reserve competitors, in order of priority from a reserve list.
- vi) The starting straight of the course to the first corner must be long enough for safety.
- vii) The starting line must be placed so that it allows a start with equal chances for all participants.

233. THE START

- i) All starts shall be with engines running.
- ii) Competitors must line-up within one meter behind the starting gate where it falls.
- iii) For at least 30 seconds before the start, no one other than the competitors and the necessary officials shall be in the starting area.
- iv) The signal to start shall be indicated by a 15-second board being shown. All competitors are under starter's orders once the 15-second board is shown. After 10 seconds, a 5-second board will be shown. This will indicate that the starting gate will open from 5 to 10 seconds thereafter.
- v) Any competitor unable to kick-start his / her machine must not delay the start but may be permitted to have his / her machine started with the help of officials signed on, on the Officials Register for the event, once the race has commenced, without any penalty.
- vi) The official and published time of the start will be strictly adhered to. Any motorcycle not on the starting line at the official time of the start may be excluded from the heat.
- vii) Once a competitor has taken his / her position at the starting gate, he / she cannot change it.
- viii) No padding or digging is allowed in front of the start gate unless done by the Organiser / Promoter. The competitor or mechanic may clean the start area up to where the start gate mechanism meets the track surface. No compacting tools may be used other than stamping by feet or brick to prepare. Spades and brooms are allowed to clear the starting area.
- ix) A concrete start and pad or grid is optional provided by the venue.

- x) The official start time of a race will be when the start gate drops.
- xi) The entire trigger mechanism as well as the start official will be hidden from the competitors on the start line.

NOTE 9: MX 50cc - The competitor must be off the motorcycle when the engine is revved and cleared prior to the start. Once the competitors are under starters orders, the mechanic must be behind the 3m border line.

234. FALSE / JUMP STARTS

A) FALSE STARTS

- i) False starts will only occur when the metal starting gate has malfunctioned.
- ii) Should a false start occur, the race must be stopped. This may be done at any stage of the first lap by red flags. All competitors shall then return to the starting line and form up in their previous starting positions.

B) JUMP START

- i) Any competitor who in the opinion of the Clerk of the Course gained an advantage by jumping the start gate will be penalised a minimum of a 20-second penalty for the first offence.
- ii) Second offence at the same event, competitor will be excluded from the event.

235. THE RACE

A) WITHDRAWAL FROM RACE

Competitors who are unable to participate in a race must inform the Clerk of the Course in writing as soon as possible, stating their reasons for such withdrawal.

B) ACCIDENTS AND RETIREMENTS

- i) Every competitor will be required to sign a form declaring his / her retirement with the Race Secretary as soon as possible.
- ii) Once a motorcycle has been retired, it may not re-join the race and once a race has started, a second motorcycle may not be used in that particular heat / race.

C) GENERAL

- i) Should a competitor inadvertently leave the course, he / she must re-join at the nearest possible place of safety closest to where he / she exited, prior to the next obstacle or turn. If it is deemed by the officials that an advantage has been gained, the minimum penalty is 30 seconds.
- ii) Any competitor who retires from a race or heat shall immediately remove himself / herself and his / her motorcycle from the course.
- iii) A motorcycle is deemed to cross a control line, such as a starting line or finishing line, when the foremost part of the motorcycle crosses the line.
- iv) No competitor is to indulge in unfair or dangerous conduct during a race.
- v) A competitor about to be overtaken shall not knowingly ride so as to impede his / her fellow competitors.
- vi) Any competitor deliberately cutting across another competitor unfairly or deliberately "taking" another competitor out or intentional or deliberate anti-sportsman like behaviour will be excluded from the heat.
- vii) In terms of GCR 156, the Clerk of the Course may stop any competitor whom he / she deems to be a danger to fellow competitors.
- viii) If a competitor returns to the pits or paddock during a race, he / she will be deemed to have retired.
- ix) A competitor may be assisted during a racing event in the event of a fall or difficulty, provided that the help does not impede any of the other competitors, in the MX 50cc, MX 65cc and MX 85cc classes – Refer to SSR 248 (iii).
- x) A competitor may not change motorcycles during a heat.
- xi) Exhaust systems must comply with Environmental regulations. Current exhaust systems may not exceed 115db. In the event that a competitor's exhaust malfunctions by either falling off

or as a result of damage, irrespective of the db level, the Clerk of the Course must issue the competitor with an instruction to pull off at the repair zone where the exhaust must be repaired or replaced before continuing. Should a competitor fail to do so, the penalty is exclusion. Should the damage occur on the last lap, the competitor will be penalised with a time penalty of 1 minute or with 4 places whichever is the greater, however this is only applicable on the last lap. Should a motorcycle be tested and found to be in contravention of the noise level a penalty of 4 places will be imposed from the race in which the competitor competed. Tests will be conducted using the FIM Technical specification. The approved method of testing will be the FIM 2-meter test method. The maximum permissible db count is 115 at full rpm. A maximum of 2db deviance is permitted after competition testing.

236. REPAIRS, REPLACEMENTS, FUELLING

A competitor may repair or refuel his / her machine during a race provided he / she and his / her machine are taken by the competitor to the demarcated mechanics area.

237. FLAGS / LAST LAP SIGNAL/ FIRE EXTINGUISHERS

The following flags and last lap signals to be used:

- i) **Red Flag** – Informs all competitors that the practice or race has been Stopped and that they must proceed to the pits or start line exercising extreme caution and being prepared to Stop at any time, if necessary. The red flag may also be used exclusively by the Clerk of the Course or his / her deputy. It must be so positioned not to constitute a danger to any competitor. A minimum of 3 red flags to be available at each track. **Each marshal must be issued with a Red Flag and upon instruction of the Clerk of Course or delegated official, when one red flag is raised, the Chief marshal must ensure that ALL red flags are raised to stop the race. Riders must slow down immediately as the race or practice has been STOPPED. Riders must proceed to the start line area for further instructions.**
- ii) **Black Flag** – Shown by the Clerk of the Course together with a number board indicates to the competitor whose number is shown that he / she must stop at the nominated position at the end of the lap and immediately report to the Clerk of the Course. This will apply to offences where telemetry penalties are not imposed. (Where telemetry is used, the competitor will be shown a penalty board but is not required to stop).
- iii) **Yellow Flag** – Indicates danger, either temporary or permanent, whatever its nature. A yellow flag denotes a dangerous situation in the sector following the marshal post concerned. Competitors are to be instructed, either by hand or flag, to use the unobstructed portion of the track and proceed with extreme caution, while the yellow flag is being waved at the same time. When an obstruction occurs in a sector and a yellow flag is being waved or stationary, where possible the preceding post will display a stationary yellow flag to warn competitors in good time of the danger. Competitors passing any yellow flag must slow down, maintaining their position relative to other competitors and be prepared to stop if so instructed by the Clerk of the Course and must observe caution for fallen competitors and officials on the track, until the obstruction has been cleared, and the yellow flag has been withdrawn, racing may only commence after the obstruction has been passed. Obstacles such as tabletops, step-downs, or any type of jump must be approached with caution and not jumped (i.e the rider needs to show extreme caution and no further than 3-meter mark (MX 50cc – 1.5-meter) on any jump or obstacles may be exceeded by the back wheel of the motorcycle under the indication of a yellow flag – see below diagram). Contraventions of these regulations governing the conduct of competitors under yellow flag conditions shall generally result in exclusion from the session or race concerned but the Clerk of the Course shall have the discretion to impose a lesser penalty should he / she believe such a course of action to be warranted in exceptional circumstances.



- iv) **White Flag** – Denotes that medical personnel are on the track attending to a fallen competitor, all other competitors to proceed with caution as under a yellow flag.
- v) **Green Flag** – (OPTIONAL) denotes “all clear” after a dangerous situation.
- vi) **Last lap signal** – May be given to competitors when one lap remains in an event. If such a signal is given it shall consist of a board (minimum 400mm X 400mm) with the figure “1” or the words “Last Lap” imposed thereon. The last lap signal is only an indication and if shown incorrectly, will not influence the official finish of the race.
- vii) **Blue Flag** – (OPTIONAL) another competitor is trying to overtake (competitor being lapped).
- viii) **Black and White Chequered Flag** – Usually waved denotes finish of heat.
- ix) **Fire Extinguishers:**
 - a. Pre- Race Paddock - 2 x 9kg Fire Extinguishers
 - b. Start Line - 2 x 9kg Fire Extinguishers
 - c. Mechanic Zone - 2 x 9kg Fire Extinguishers
 - d. Parc Ferme area - 2 x 9kg Fire Extinguishers

238.

THE FINISH

- i) All competitors participating in the Qualification Race and / or Race will be classified in order of finish and number of laps completed, i.e. all competitors finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by competitors with one less lap, then two laps and so on.
- ii) Competitors must cross the finish line within 5-minutes of the arrival of the winner, i.e. competitors have 5-minutes to complete the lap or it will not be counted in their result, except for the MX 50cc class.
- iii) Any competitor that does not pass the finish line within 5-minutes of the winner will be deemed to have DNF'd, except for the MX 50cc class.
- iv) Cross the finish line AFTER the winner within 5 minutes completing the entire circuit unassisted (except MX 50cc, MX 65cc and MX 85cc classes may be assisted by pickup marshal) to be deemed a finisher. Riders shall score in the order of their position from the time of the finisher up to the 5 min cut-off time but have to complete at least one full lap of the circuit.
- v) If the chequered flag is mistakenly displayed later than the official time / distance, the finishing order shall be determined by the running order at the official time / distance.
- vi) Under any other circumstances, such as mistaken display of the chequered flag before the official time / distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.
- vii) Competitor must cross the finish line un-assisted whether it be under power or pushed over.
- viii) Laps are to be rounded down.

239.

RACE STOPPED PREMATURELY

- i) Once started, a race will not, except for reasons of force majeure, SSR 234 or severe medical reasons or safety, be prematurely stopped.
- ii) If a race is stopped before the leading competitor has completed half the race distance, it will be invalid.
- iii) If stopped at a later stage, the Stewards of the Meeting shall decide the result.
- iv) Points will be awarded which appear to the Stewards to be justified in the circumstances.
- v) Half the race distance will be calculated at 50% of the duration plus 2-minutes.

THE COURSE

- A)** It is preferred that the finish line must not be placed at the foot or lip of a jump but rather in a manner that the rider can see ahead of the finish line or in a manner that will not allow change in any rider pace to affect safety negatively on the finish line.
- i)** All tracks will be inspected and approved by the track inspector / inspection committee (which will include a Medical and Facet Representative) appointed by MSA. Track diagrams need to be submitted along with copies of the track inspection report. Should any changes be made to the track after an inspection has been completed and approved, an amended track diagram needs to be forwarded to MSA for onward distribution to the MX Commission for further discussion / approval. **Should any unapproved changes have been made, and a reinspection is required, the Organisers / Promoters may be fined a minimum of R1000,00. The fine is over and above the cost of the inspection fees as per Appendix R.**
- ii) A motocross course shall, unless otherwise authorised by MSA, be between 1,2km and maximum 1,8km in length. The maximum length in respect of the 50cc track will be between 800m and 1,2km.
- iii) The direction of the course must be clearly indicated to the competitors.
- iv) A course will not be approved if it crosses water of too great a depth or if, in the opinion of MSA, it is excessively rocky; or if it includes a straight stretch where dangerous high speeds can be obtained. As a general rule, it should be of such a character as to restrict the average speed to approximately 50km/h at the discretion of the Track Inspector / Stewards and the MSA Motocross Commission.
- v) There will be no jump/s between the start gates and the first corner.
- vi) The start gate will be positioned so that it allows all competitors an equal chance.
- vii) The length of the straight after the start to be no less than 80 metres and may not exceed 125 metres (distance from the starting gate to be the point where the straight turns into the first bend).
- viii) The width of the first corner following the start will not be less than 15m and will be wide enough to accommodate all the competitors. The first bend after the start preferably to have 2 or 3 alternate lines.
- ix) The first bend has to have a maximum of a 90° turn, preferably a left turn where possible.
- x) All jumps are to be suitable for all the classes using them.
- xi) The **Organisers / Promoters / Venue owners** are to ensure that dust is not a hazard to competitors.
- xii) Watering may NOT take place during a race and only between heats or at the discretion of the Clerk of the Course.
- xiii) Barbed wire, metal fences, wires, trees, poles, hoarding or any possible safety hazard may not be less than 3m from the edge of the track must be padded and made safe.
- xiv) The whole of the starting and finishing areas, the competitor's enclosures and all points of the course where it is necessary to ensure an unobstructed passage for the competitors or for the protection of the public, must be adequately marked and enclosed.
- xv) The outer limits of the track are to be clearly marked.
- xvi) Two (2) double jumps per motocross track are permitted. This jump must be positioned in such a way that there is sufficient run up and take off to suite the distance of the double jump, the distance between the double jumps may not exceed 15-meters.
- xvii) Where whoops are incorporated into a track, they must be safe for all competitors:
 - within 10 metres of a corner or after a corner; be no longer than 40 metres; and no more than two whoop sections are permitted.
 - at least 3m apart centre to centre (if more than 15m long).
 - approachable at a reasonable speed;
 - such as not to allow too long a run-up;
 - wash boards are allowed to the maximum of 50cm high and 2,5m apart;
 - a minimum of 10 metres must separate the last whoop from the next obstacle.
- xviii) Spectators are to be kept away from the course by means of either a fence (of not lower than 1.2 metres), tunnel, control gate or subway so that no person can cross the track during racing. Tyres may be used for soil support behind berms and sides of large jumps but will **not** be permitted on the track or be positioned where deemed dangerous for competitors. The

starting area to be level. The minimum width of the track to be 10 metres after the first corner for a distance of at least 100 metres and may be reduced to 8 metres for 80m then 6 metres. A minimum distance of 3-metres must be allowed between two opposing sections of the track, or where this is not possible due to the terrain or nature of the track, a physical barrier shall be erected. Organisers / Promoters will remain responsible for ensuring spectators are kept away from the track. Organisers / Promoters will ensure that only the mechanic zone is used to signal competitors and only officials at the event are allowed to go onto the track. Plastic markers will be used to demarcate the track. There MAY be an allocated mechanic zone and signalling zone where both signalling may occur, but the mechanic function may only be concluded in the mechanic zone.

- xix) Where possible, blind jumps must have two Marshals - i.e. one on top and one \pm 20-metres in front of the jump.
- xx) Corners: No obstacles (albeit bump, knuckle, jump) may be within 5 meters of a corner either entry or exit. Corners must be of such a nature to allow reasonable speed. No more than 1 hairpin bend is allowed and in such hairpin bend, an outside reasonable berm to allow for more race lines must be constructed. **Corners to be constructed to encourage multiple lines** either small or large berms need to be in place to encourage further race lines on corners.
- xxi) Straights: any obstacle needs to cover the entire width of the track to ensure that all competitors face the same obstacles.
- xxii) Split lanes: Split lanes are allowed however the middle split needs to be constructed in such a manner to ensure that no cross-lane riding / jumping occurs. Should an obstacle be placed in one split lane, the same obstacle must be placed in the other split lane.
- xxiii) Stopper Jumps: 1 stopper jump is allowed however care must be taken in the areas of excessive braking and braking bumps developing - soil composition is important where harsh braking occurs.

B) The following requirements will be applicable to motocross in respect of the MX 50cc. Junior tracks will require a taper of 12m, 8m and then 6 metres

- i) A motocross course shall, unless authorised by the MSA Motocross Commission, be between 800m and 1,2km for 50cc and for all other classes 1,2km to 1.8 km in length.
- ii) The length of the straight after the start must not be less than 50m and must not exceed 100m (distance from the starting gate to the point where the straight turns into the first bend).
- iii) The length of the course may be amended but may not exceed 1.8 km.
- iv) Where whoops are incorporated into a track, they must be safe for all competitors:
 - a) immediately after a corner; be no longer than 40 metres; and no more than two whoop sections are permitted;
 - b) at least 1m apart;
 - c) approachable at a reasonable speed;
 - d) such as not to allow too long a run-up;
 - e) wash boards are allowed to the maximum of 30cm high and 1,5m apart.
 - f) a minimum of 20 metres must separate the last whoop from the next obstacle

C) ADDITIONAL REQUIREMENTS APPLICABLE TO ALL VENUES ASSIGNED FOR NATIONAL CHAMPIONSHIP EVENTS:

- i) Inspections to ensure that the track facilities meet all requirements will be conducted. A committee comprising no less than 2 persons appointed by the Commission President / MSA will inspect the track and compile / complete a track inspection / grading report. Should the track fail to meet the minimum requirements it may be penalised by the immediate suspension of the event or by a penalty decided on by the Stewards at the event.
- ii) Hosting Tracks / Clubs not meeting the required track inspection requirements / standards in the calendar year, will not be considered for National Championship events the following year.
- iii) Hosting Clubs to ensure an assistant Clerk of Course is employed at National Championship events.
- iv) The following services / facilities to be provided by Organisers / Promoters:
 - a) A "jetting strip / track" of minimum length of 80 metres in each direction divided by a

- physical barrier and clearly marked.
- b) Toilets (Male) – A minimum of four constructed toilets and a urinal large enough to accommodate 6 persons. (Constructed is defined as a brick-and-mortar structure with proper flushing toilets). Alternatively, portable toilets need to be available at the event.
 - c) Toilets (Female) – A minimum of 6 constructed toilets to be provided. Alternatively, portable toilets need to be available at the event.
 - d) 2 washbasins for females and 2 washbasins for male toilets must be provided.
 - e) Toilet areas including any additional toilet facilities must be maintained and serviced throughout the duration of the event. Sufficient disposable toiletries must be provided. (Soap, toilet paper, dustbins, towels, and the like).
 - f) Showers are recommended.
 - g) Wash bays must be provided. Only cement or brick constructions will be acceptable. A minimum of 30 motorcycles must be accommodated at any one time. (It is recommended that at least 40 bikes can be accommodated.) Dedicated bays must be marked out, either by construction of bays (recommended) or by painting. A minimum of 30 taps must be provided with sufficient pressure to feed all points adequately. Wash bays should be at least 5m wide.
 - h) Any additional water provided (drums) must be on a dedicated cement or brick area. Wash bays are for the use of all competitors and the reserving of specific bays is not permitted. Organiser / Promoter must ensure that water runoff is done to a designated drainage area or drain. It is recommended that a filtration system suitable for the separation of water and oil be inserted into this system. No washing of motorcycles will be permitted in any area other than the designated wash bay area. The penalty for the breach of this rule is IMMEDIATE EXCLUSION. No private wash bays are permitted.
 - i) Should no free drinking water be available, clear signage needs to be added at the various areas indicating “not suitable for human consumption”.
 - j) Adequate track watering facilities.
 - k) Marshals must be provided at all jumps and obstacles. The Clerk of the Course will, after checking the required track plan, determine the number of marshals, marshal points and medical posts required.
 - l) Phone facilities at the venue – optional.
 - m) Electricity supply at the venue – optional.
 - n) A P.A. system adequate in all respects and able to cover all areas of the venue including the spectator areas, wash bays, pit area, refreshment areas and the like. A second dedicated system must be provided for competitors briefing and prize giving.
 - o) A podium for the top three finishers must be provided after the last heat in each class.
 - p) A control tower / office / caravan for use by relevant parties.
 - q) A minimum of 2 lap scorers to be provided for backup lap scoring.
 - r) One official timekeeper with a minimum of two stop watches.
 - s) Clearly demarcated mechanics / signal zone of sufficient size with a safety entry / exit point. A mechanic zone and/or signalling zone may be declared. You may only signal in a signalling zone, but you may signal and conduct mechanic zone functions in a mechanic zone. Two or more mechanic zones may be declared by the Organiser / Promoter.
 - t) Adequate safety and security measures as required by MSA and the Motocross Commission.
 - u) Two synchronized clocks to be available, one clock at the waiting zone and the other at Race Control, which times will become the official race times of the day.
 - v) A waiting zone, to be erected near the start zone, with an entry from the pits and an exit to the start gates, is required.
 - w) A suitable Stewards room must be available at all events (compulsory).
 - x) An enclosed, separate, medical room / facility (compulsory).
 - y) Televising the event will be compulsory if MSA / Motocross Commission has arranged a television package.
 - z) A dedicated closed facility supplied with dedicated power must be provided for telemetry.

- aa) A Chief Timekeeper and the Telemetry System will control the official race time.
- bb) All Commission members will be issued with all access permits for all Motocross venues giving unrestricted access to course and areas.
- cc) Spectators and parents will not be allowed on tracks. Designated, fenced areas must be created for this purpose. Please refer to SSR 248 (iii) regarding pick-up marshals and mechanics for MX 50cc, MX 65cc and MX 85cc classes. Venues are encouraged to create inner track spectator areas.
- dd) Adequate seating must be provided for spectators.
- ee) Organisers / Promoters must ensure that the Race Secretary is in attendance at all Stewards meetings and that minutes are presented reflecting Stewards meetings at all Stewards meetings on the day.
- ff) Organisers / Promoters must ensure that Advertising and Publishing of events takes place prior to an event.
- gg) Dedicated signage must be erected prior to the event and during the duration of the event indicating directions to hosting venues / tracks.
- hh) Organisers / Promoters must ensure that the event receives adequate publicity, both before and afterwards. Press releases may be submitted to MSA for further distribution, two weeks prior to an event.
- ii) Organisers / Promoters are to make every effort to publicise route directions to the venue / track to assist the public.
- jj) Alternative methods of advertising the event may be submitted timeously to the Motocross Commission for approval.
- kk) Venues are encouraged to have grid start gates.

241. GENERAL REQUIREMENTS FOR ELIGIBILITY OF COMPETITORS

- i) Refer to GCR 227.
- ii) A competitor whose name appears on the Injury Registry and who is identified as “Unfit Certificate required”, must submit a Medical Certificate from the treating Medical Practitioner stating that the competitor has completely recovered and is fit to compete. Failure to produce the required Medical Certificate timeously will result in the competitor being excluded from the event and losing all points scored on the day, these points will not be allocated at a later stage. The general principles for the return of an ill or injured competitor to competitive Motorsport are to be found in the MSA Medical Code (Appendix L). It is the responsibility of the competitor to ensure that they submit a medical certificate indicating that they are fit to compete in Motorsport at least five (5) working days before the start of the event, sending it to the MSA Medical Coordinator (rashaad@motorsport.co.za) for review, processing, and approval. It is the responsibility of the competitor to check the Injury register and ensure that MSA receives their letter timeously.

242. CLASSES AND ELIGIBILITY OF MOTORCYCLES AND COMPETITORS (to be read in conjunction with SSR 241 (ii)).

- i) MX 50cc 2 stroke (Water cooled motorcycles not exceeding 52cc)
Age – Open to competitors from the year of their 4th birthday, to 31 December of the year in which their 9th birthday occurs.
Please note that the age for female competitors will be from the year of their 4th birthday, to 31 December of the year in which their 10th birthday occurs.
Wheel size - Rear 10” and Front 12”
- ii) MX 65cc (Clutch Lever with gears – motorcycles not exceeding 65cc)
Age – Open to competitors 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.
Wheel size – Rear 12” and Front 14”

- iii) MX 85cc
Age – Open to competitors from the year of their 10th birthday to the 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.
- iv) MX Supermini
Age – Open to competitors from the year of their 14th birthday to the 31 December of the year in which their 15th birthday occurs.
Wheel size – Rear 16” and Front 19”
Will be bore and stroke to capacity only and no further restrictions will apply.
Minimum 85cc to maximum 105cc 2 stroke or not exceeding 150cc 4 stroke.
- v) MX High School
Age – Open to competitors from the year of their 13th birthday, to 31 December of the year in which their 18th birthday occurs.
Wheel size – Rear 19” / 18” and Front 21”
2 stroke motorcycles of 105cc or 125cc capacity only - 112cc not permitted
- vi) MX 2
Age – Open to competitors from the year of their 15th birthday
Wheel size – Rear 19” / 18” and Front 21”
125cc -150cc 2 stroke & 250cc 4 stroke motorcycles
- vii) MX 1
Age – Open to competitors from the year of their 16th birthday
Wheel size – Rear 19” / 18” and Front 21”
125cc 2 stroke - 300cc 2 stroke & 250cc 4 stroke - 450cc 4 stroke motorcycles
- viii) MX 3, MX 3 Vets and MX 3 Masters
Wheel Size – Rear 19” / 18” and Front 21”
Motorcycles of unrestricted capacity
MX 3 – Open to competitors from the year of their 30th birthday
MX 3 Vets – Open to competitors from the year of their 35th birthday to 31 December of the year in which their 49th birthday occurs.
MX 3 Masters – Open to competitors from the year of their 50th birthday.
A competitor entering either MX 3 Vets or MX 3 Masters will automatically be scored in the MX 3 class as well, at no extra cost.
- ix) MX Ladies
 - a) Open to competitors from the year of their 10th birthday. These competitors can compete on Motorcycles of 85cc 2 stroke or 150cc 4 stroke capacity.
 - b) Open to competitors from the year of their 13th birthday. These competitors can compete on Motorcycles not exceeding 125cc 2 stroke or 150cc 4 stroke.
 - c) Open to competitors from the year of their 15th birthday. These competitors can compete on Motorcycles not exceeding 150cc 2 stroke or 250cc 4 stroke.
Wheel Size – Mixed sizes as per manufacturer

NOTE 10: The MX 65cc / MX 85cc class, or MX 85cc / MX High School classes may be combined at the discretion of the Clerk of the Course at Regional or Club events only depending on rider ability and safety. Where classes are combined, competitors will not be permitted to score in both classes. Split starts are mandatory with sufficient lag time between combined classes.

NOTE 11: Organisers / Promoters and Clubs may run an Enduro class at Motocross events as a support class only – only applicable to Regional / Club events.

NOTE 12: Environmental mats are compulsory for all motorcycles and quads. Mats must be of a size as to adequately protect the ground below the vehicle.

NOTE 13: Class sponsorship may be arranged. All class sponsorship will be managed by the MSA MX Commission in terms of invoicing and payments. Agreements with sponsors shall be with the MSA MX Commission in writing.

243. POINTS SCORING

- i) Points will be awarded per class, per heat, as follows:
 - a) 1st in class – 25
 - b) 2nd in class – 22
 - c) 3rd in class - 20, thereafter the points decrease by one point down to 22nd place.
- ii) In arriving at the overall position for the day in each class, any tie will be resolved in favour of the competitor with the best position in the final heat.
- iii) All competitors must be included on the score sheets even if they DNF.

244. OFFICIAL AREA

- i) Provision must be made for suitable location for the Timekeepers, Lap Scorers, etc. so sited that during the progress of a race the number of laps covered by all competitors can be plainly observed and recorded.
- ii) Any electronic notice board will be the unofficial Notice board where all information for National events will be added, however the Official physical notice board will be at race control at all events.

245. COMPETITORS' ENCLOSURE

- i) Provision must be provided at the venue for a paddock for competing motorcycles, tow vehicles and trailers.
- ii) Direct access to the pre-race paddock and starting area must be provided.
- iii) ~~Pits will not be charged for by the track owners and will be on a first come, first served basis. Should there be private pits at the track, these can be rented directly from the owners or the hosting club. Prime pitting area may be charged at a rate no greater than R40/square meter to a maximum of R5000. Booking of non-prime pit space is allowed at a rate no greater than R15/square meter to a maximum of R1000.~~
- iv) **Organisers / Promoters / Venue owners must provide a section of free pits to be used on a first come first serve basis:**
 - a) **Price is free – size depending on Organisers / Promoters / Venue owners**
- v) **Organisers / Promoters / Venue owners may charge for booking pits in PRIME spot areas to be rented to riders:**
 - b) **Price is maximum R15/square meter to a maximum of R1000**
- vi) **Organisers / Promoters / Venue owners may charge for booking built private pits to be rented to riders:**
 - c) **Price is maximum R2000**
- vii) **Organisers / Promoters / Venue owners may charge for booking factory team prime spot areas:**
 - d) **Price is R40/square meter to a maximum of R5000**
 - e) **Max size is no larger than 400 square meters**
 - f) **Discretion of placement and size available and allowed space rests upon the Organisers / Promoters / Venue owners.**
- viii) **All revenue generated from the rental of pits to accumulate to the Organisers / Promoters / Venue owners:**
 - g) **All agreements of placement and layout and design rests upon the Organisers / Promoters / Venue owners.**

246.

MOTORCYCLES IN THE PITS

- i) Motorcycles can only be ridden in the pits at a walking pace. Any motorcycles being ridden by competitors / helpers anywhere other than on the racetrack, jetting strip / track, or in the pits will be immediately excluded from the entire race meeting.
- ii) All competitors / helpers riding motorcycles in designated areas are to wear helmets at all times.
- iii) Under any circumstances, pit bikes / quads / scooters / bikes may not be utilised in the pits / public areas / on the track by spectators, competitors or their pit crew. This is not applicable to Organisers / Promoters or Medical or Emergency services.
- iv) The penalty for breach of this rule is immediate exclusion from the event, of the competitor concerned.

247.

MANUFACTURERS TROPHY

- i) Only one trophy may be awarded to the Team Manager.
- ii) To establish a Manufacturer Champion, points will be awarded to each manufacturer for its highest placed finisher in the MX High School, MX 1 and MX 2 classes only.
- iii) If a class does not qualify at the event, that class will be omitted from the scoring.

248.

TRACK ACCESS

- i) Competitors
 - a) All competitors will have their armband / wristband put on their wrist by one of the event staff, at a designated area. The armband / wristband is to be kept on the wrist from documentation until the close of the event which is after the last race on race day. In addition, the competitor's armband / wristband will be checked in the pre-race paddock for every practice and every race, and any competitor who does not have their armband / wristband on their wrist when they enter the pre-race paddock, will be refused entry past that point.
 - b) The only competitors permitted to walk and inspect the track with a parent / guardian will be the MX 50cc, MX 65cc and MX 85cc competitors. All other riders may walk the track at any time provided applying to SSR 229 (A) (iii). MSA accredited trainers are also allowed access.
 - c) Competitors inspecting racing lines on the track while racing is taking place, must be in excess of 3m from the edge of the track or sufficiently safe from the track edge.
 - d) Competitors may not under any circumstances cross the track while racing is taking place. Competitors must walk around to the section of the track they want to view.
- ii) Mechanics and Accredited trainers
 - a) Competitors will be requested to supply the name of their mechanic upon entering for the event. The mechanics armband / wristband will be allocated to that designated mechanic. The named mechanic will also need to personally collect their armband / wristband at documentation.
 - b) All mechanics will be required to sign the Indemnity form at documentation and will then be given their Mechanic's pass.
 - c) The mechanics armband / wristband too will be checked in the pre-race paddock. Any mechanic without the armband / wristband will be refused access past that point. Only one (1) mechanic is allowed per competitor.
 - d) No other persons will be allowed in the pre-race paddock and following that on the starting grid and in the mechanic zone.
 - e) After competitors are lined up on the start, the mechanics can move to the designated mechanics zone where they can signal from. Signaling from any other area on track is not permitted.
 - f) A competitor racing in two classes where a second capacity motorcycle is used, can apply for a mechanics pass for both motorcycles, but only one mechanic will be permitted with the competitor in the mechanic zone per race.
 - g) Mechanic armbands / wristbands will not be issued to anyone under the age of 18 and an indemnity form must be completed, if not a legal guardian or entrant licence holder.

- h) Any person that is injured in any way, cannot be a mechanic
 - i) Officially registered and accredited trainers with MSA may be granted trainer armbands/bibs allowing access to the start gate area prior to starters orders and mechanic zone areas. Trainers must be pre-registered annually with MSA, in order to acquire approval from the MSA MX Commission.
- iii) Pick-up marshals (Only valid for MX 50cc, MX 65cc and MX 85cc classes)
- a) All MX 50cc, MX 65cc and MX 85cc competitor's mechanics (with registered armbands / wristbands), will be allowed access to the track during their respective heats / practice to assist competitors who cannot pick their bikes up.
 - b) All pick-up marshals will be required to sign the indemnity form at documentation, and then they will be given an armband.
 - c) Pick-up marshals must be 18 years and older.
 - d) A dedicated pick-up marshal cannot hand their bib to anyone else to substitute for them. If someone needs to be replaced, they need to sign on at documentation as a replacement, and then the armband can be handed over to the new dedicated pick-up marshal.
 - e) Pick-up marshals cannot be a designated mechanic.
 - f) Pick-up marshals cannot signal competitors. Signaling is done by the mechanics in the designated mechanics area only.
 - g) Any person that is injured in any way, cannot be a pick-up marshal.
 - h) Pick-up marshals will need to sign and collect a numbered bib or tag or armband at each National, and any pick-up marshal that does not return the bib at the end of the race day, will be billed at R150 per bib.
- iv) Outside Assistance
- a) Competitors receiving any outside assistance is only permitted in the designated mechanics area and any assistance along the track, except for a Flag marshal or designated pick-up marshal, is considered outside assistance and subject to exclusion.
 - b) Competitors receiving signaling from anyone associated to them in prohibited areas will be excluded from the heat.
 - c) The use of two-way radios with a competitor is prohibited.
- v) Additional armbands / wristbands will not be allocated under any circumstances other than to MSA accredited cardholders (please liaise with Jaco Deysel one week prior to the event to obtain accreditation – jaco@motorsport.co.za) or team managers with current Entrant's licences. It is the person's responsibility to make sure they wear the access armband / wristband for the duration of the event and do not misplace it.
- vi) Any disregard to the outlined procedure and rule above will be viewed in an extremely serious light and may result in the removal of access armband / wristband and a fine of R1000.00. Once an armband / wristband is removed, it will not be re-issued.
- vii) Any abuse to event staff, race officials, security personnel and any other persons involved in the event in this regard is unacceptable, and all competitors are reminded of GCR 172.

249.

CLERK OF THE COURSE

The Clerk of the Course acts independently of the Stewards. The Clerk of the Course is appointed by the Organisers / Promoters and must have successfully participated in a webinar organised by MSA and obtained 'Clerk of the Course' Licence. The Clerk of the Course is responsible for the conduct and efficient running of the meeting. His / Her essential duties are set out in GCR 156 but will also include:

- i) The Clerk of the Course must ensure that the course, track, or venue is in good condition, that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty.
- ii) The Clerk of the Course must verify the identity of the competitors, the correct numbering of the motorcycles, and that there is nothing to prevent a competitor from participating in the meeting, e.g. suspension, disqualification or any other ban on riding.
- iii) The Clerk of the Course can postpone the start of the meeting for an urgent case of safety or

for any other case of “force of majeure” or proceed with the improvement of the conditions of the course, track, or venue, stop a meeting prematurely or cancel part of or the entire meeting.

- iv) The Clerk of the Course can prevent a competitor or motorcycle from starting or order their withdrawal from the meeting if he / she considers such action necessary for safety reasons.
- v) The Clerk of the Course must ensure that the MSA rules are respected at all times, impose penalties as deemed necessary and may request the Stewards to impose further penalties for safety-related infringements.
- vi) The Clerk of the Course must ensure that watering of the track only takes place between heats.
- vii) The Clerk of the Course can order the removal from the course, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
- viii) The Clerk of the Course must notify the Stewards of all decisions to be taken or already taken, and of any protest addressed to him.
- ix) The Clerk of the Course must collate the reports of the timekeeper and other executive officials and all other information necessary to present his / her report to the Stewards, and to have the provisional results of the meeting approved.

250.

GENERAL PENALTIES IMPOSED BY THE CLERK OF THE COURSE

- i) A 20-second stop / go penalty will be applicable in respect of a first offence where the competitor will be black-flagged and a board with his / her number on will be displayed. This will be displayed at the stop / go penalty area.
- ii) A competitor who receives a stop / go penalty must proceed and finish the current lap, (only where electronic timing is not in use). Where telemetry is used, the Clerk of the Course may decide a penalty not less than 20-seconds and not more than 60-seconds. Where Telemetry is not used the Clerk of the Course may impose at least a 3-position penalty.
- iii) In the case of offences involving yellow flags, the Clerk of the Course may impose a penalty of time as listed in SSR 250 i) and SSR 250 ii) depending on the severity of the transgression or may impose a penalty of exclusion on a competitor at their discretion.

251.

ENTRIES

- i) For an entry to be valid, a completed entry form / online entry must be with the Organiser / Promoter by the closing date, and payment for entries must be made latest 48 hours before the event.
- ii) The maximum entry fee for National Championship events will be R1400 for MX 50cc & R1600 for all other classes.
- iii) ~~The closing date for entries will be minimum three **six (6)** days before the event and a list of entries received will be forwarded to the Sport Coordinator at MSA by noon on the Thursday after the closing date for the event. Entries shall close the Sunday evening at 8pm prior to a national, thereafter from Monday onward a late entry fee of R100 will apply. All payments must be received and proof of payment sent to the Organiser / Promoter by no later than the Thursday 12pm. An “early bird” entry fee discount may apply as agreed with the hosting club.~~
- iv) The closing date for **standard** entries (**not the actual payment**) will be minimum **six (6)** days before the event, **which shall be the Sunday evening at 8pm prior to a national Thereafter from the Monday, prior to the national, onward, a late entry fee of R100 over and above the standard entry fee, will apply.**
- v) **All payments must be received, and proof of payment sent to the Organiser / Promoter, by no later than the Thursday 12pm.**
- vi) **An “early bird” entry fee discount and applicable entry (not payment) date may apply as agreed with the hosting club and will be communicated when entries officially open**
- vii) **A list of entries received will be forwarded to the Sport Coordinator at MSA by noon on the Thursday after the closing date for the event.**
- viii) Competitors are to familiarise themselves with GCR 122 (Acquaintance with and Submission to the Rules).
- ix) An additional fee may be charged for Friday unofficial practice days – fees stipulated in the SRs.

x) Competitors are completely responsible for their own personal and vehicle travel costs to and from the event

252. TELEMETRY (Where applicable)

The competitors will be responsible for the transponder during the entire event.

253. ACCEPTANCE OF ENTRIES

Refer GCRs 99 - 111.

254. PROTEST PERIOD

Notwithstanding the general protest periods laid down in GCR 200, the protest period for motocross shall be 30-minutes.

255. FUEL

Fuel will be open, as long as it is petroleum based & commercially freely available in South Africa.

256. RESPONSIBILITY

- i) Each competitor is responsible for the actions of his / her family and pit crew.
- ii) Consumption of alcohol in the pits or in the venue / track area is strictly forbidden and any unnecessary trouble caused by these individuals may result in the exclusion of the competitor concerned for the day. Dedicated alcohol beverage areas are allowed at the track / venue however restriction of the removal of alcohol for consumption must be applied. No alcohol drinking within the pit areas is allowed, only in these dedicated areas at the track / venue.
- iii) Each competitor is responsible for the actions, acts or omissions of any and all of his / her supporters, irrespective of the title under which they attend such events.
- iv) Any undesirable act which is in the opinion of the Clerk of the Course and / or the Stewards of the meeting of such a nature as to bring the sport into disrepute will be punishable by the exclusion of the competitor for no less than 6 events, or for a period not exceeding 6 months, whichever is the longer.
- v) This applies to 1st offences only and does not preclude MSA from instituting any further action it deems necessary.
- vi) The competitor's representative will also be the responsible person to lodge any queries, protests and appeals on behalf of the competitor.

257. PARC FERME

Refer to GCR 252.

258. PRIZEMONEY / TROPHIES

There shall be no prize money awarded for heats or overall podium.

Trophies shall be awarded for 1st, 2nd, 3rd place in heats and overall prize giving.

Participation medals for 50cc and 65cc class only.

National trophies are to be awarded at the last event at the end of the Championship, should the Championship class meet the required criteria.

2025 SOUTH AFRICAN MOTOCROSS CHAMPIONSHIPS

ART

1. NATIONAL CHAMPIONSHIP CLASSES

MX 50cc
MX 65cc
MX 85cc
MX High School
MX 1
MX 2
MX 3
MX 3 Vets
MX 3 Masters
MX Ladies
MX Supermini

NOTE 13: No inflatable advertising arches / bridges or similar devices are permitted over and or next to the track at any event, unless they have an approved arch or structure to support the inflatable arch or bridge from, so that in the case of deflation, it does not fall onto the track.

2. ELIGIBILITY OF COMPETITORS

This championship is open to competitors holding valid National Motocross licences from the year of their 4th birthday and older.

3. HEATS TO COUNT

The Championship will comprise of 8 rounds, totalling 16 heats for Senior and Junior classes.
All heats to count.

4. RACE DISTANCE

(Race order will be determined in the Supplementary Regulations of events and would be subject to change by the Clerk of the Course on the day).

The duration of each heat for the championship will be:

MX 50cc	12 mins + 1 lap
MX 65cc	13 mins + 1 lap
MX 85cc	14 mins + 1 lap
MX High School	15 mins + 1 lap
MX 2	18 mins + 1 lap
MX 1	18 mins + 1 lap
MX 3 / MX Vets / MX Masters	14 mins + 1 lap
MX Ladies	14 mins + 1 lap
MX Supermini	14 mins + 1 lap

5. SCORING

Standard scoring will apply for the Championship – Refer SSR 243.

6. AIM OF THE CHAMPIONSHIP

To declare a South African National Motocross Champion in each class.

7. SEPARATION OF TIES

In the case of a tie at the end of the season, the competitor with the greatest number of firsts will be declared the champion. If this does not resolve the tie, the greater number of seconds will count, failing this, thirds, and so on. If a tie still remains, performance in all championship events will be taken into consideration and if this is still ineffective, MSA shall declare the winner on such a basis as it deems fit.

8. NUMBER OF STARTERS

For a Championship to be declared there must be an average of 6 competitors per National Championship event, namely after practice 1st heat or 2nd heat. All entries must appear on the result sheets, even if a competitor does not start the 1st heat or does not complete racing for the day. To declare MSA Class Champions, an average of 6 starters per event will be required.

9. TRACK INSPECTIONS

Tracks will be inspected for compliance and safety jointly by the MSA Motocross Commission or its appointed representative/s, and a Medical Representative within a 12-month cycle.

Four (4) weeks prior to the designated National event, the hosting club must submit the 12-month cycle track inspection report as well as current layout with videos (preferably) indicating the current layout prior to a National, to the MSA MX Commission for confirmation.

Should any changes want to be made after the annual inspection, approval will first need to be given from the MSA Motocross Commission prior to changes being made to the track.

10. STANDARD PROGRAMME FOR NATIONAL CHAMPIONSHIP MOTOCROSS EVENTS

Please note that whilst every effort has been made to avoid clashes with the classes, the day programme cannot be altered once finalised.

In winter months – racing will start no later than 10.30 am.

NOTE 14: The waiting zone will close 10-minutes before the scheduled time of the heat, as stipulated in the supplementary regulations.

11. 2025 QUALIFICATION CRITERIA

A) FIM Africa Motocross of African Nations (MXOAN):

- i) Candidate must be the holder of a National MSA Licence and a valid South African Passport.
- ii) 50cc class – Candidates will be selected in the order of the Current National Championship year.
- iii) All other classes – Candidate must pre-qualify by competing in at least one MSA National Championship event of the previous year, regardless of class.
- iv) In meeting the above criteria, final candidates will then be selected based on the point's standings after the first 2 MSA Motocross National Championship events in the current year.
- v) MX 85cc class – Only competitors on a big wheel bike.
- vi) MX 3 class – Only competitors aged 35 years and older
- vii) Should the selection criteria above not be able to fill the required quota for any class, the MSA MX Commission may consider applications whereby the candidate must:
 - i) Compete in either MSA Regional or MSA Club status events in the current year;
 - ii) Applicants who have competed in a MXOAN event in the previous 2 years will receive preference. Experience and competency are key when considering applications.
 - iii) No applications will be considered after the cut-off date
- viii) The MSA MX Commission's selection of riders based on application is final.
- ix) MX Supermini class or Supermini motorcycle riders in MX High school class are not eligible for selection. 105cc riders may not be eligible.

B) FIM Junior MX World Championship-Cup:

- i) Candidate must be the holder of a National MSA Licence and a valid South African Passport.
- ii) Candidate must pre-qualify by competing in at least one MSA National Championship event of the previous year, regardless of class;
- iii) MX 85cc class – Only competitors on a big wheel bike
- iv) In meeting the above criteria, 5 candidates per class will then be selected based on the point's standings from the MSA Motocross National Championship events in the current year after round 2
- v) ONLY the MSA National ranking criteria may be used and no applications will be considered;
- vi) MX Supermini class riders or Supermini riders in MX High School class are not eligible for selection. 105cc riders may not be eligible.

- C) FIM Motocross of Nations (MXoN):**
- i) Candidate must be the holder of a valid South African Passport.
 - ii) The selection of the 3 riders for MXoN may only be made by the Motocross Commission or MSA;
 - iii) The team shall comprise of 3 riders selected either from the current MSA MX 1 / MX 2 rankings, or riders with international experience and performance, or a blend of the MX 1 or MX 2 rankings and international experienced riders. No rider may be selected past 3rd place on the current MSA MX National rankings of MX 1 and MX 2.
 - iv) An additional rider may be selected as reserve for any class.
 - v) The selection for 2025 MXoN shall take place after Round 2 of the MSA MX Nationals.
- D)** Any competitor with dual nationality, would need to advise MSA of their interest in participating in international events by no later than 30 January 2025.
- E)** MSA MX Commission have final decision on any team chosen to represent South Africa at international events.
- i) MSA MX Commission shall select all riders for any Motocross team chosen to represent South Africa at International events;
 - ii) The MSA MX Commission shall motivate all selection to MSA Mancom for final approval.
 - iii) The MSA MX Commission shall make the selection criteria known for each international event prior the start of the season in 2025.
- F)** **TEAM APPAREL (sticker decals / shirts / jerseys, etc...)**
- i) Apparel supplier that the team manager will be using needs to be verified and approved by the MSA MX Commission;
 - ii) The team manager takes full responsibility to ensure collation of all spelling and sizes with written approval from all team members;
 - iii) Only written approval relating to agreement of sizes, design, layout and spelling can be accepted;
 - iv) Final approval for all apparel to be sent to the MX Commission.
 - v) Riders selected for teams shall accompany the MSA SA team in unity and arranged pitting in unity to avoid disjointed team and segregation.
 - vi) The team is selected as a South African Motorsport South Africa Motocross team and needs to react and conduct as a team in unity.
 - vii) The above needs to be conveyed to all team members;
- G)** Any other international event announced / hosted by FIM / FIMA / MSA
- i) Candidate must be the holder of a valid South African Passport.
 - ii) The selection of the rider/s will be as per the criteria set out in the eligibility clauses, and/or as per National rankings and/or as agreed by the MSA Motocross Commission.

H) Travelling and Subsistence costs for international teams and riders / Growth and development

- i) Competitors selected for any of the international teams or growth and development projects, are responsible for their own travel and subsistence costs. The MSA MX Commission shall endeavour to assist with funding toward team kit/decals, however the competitor is responsible for all costs. The competitor / the team may acquire personal sponsors to assist with the various costs.**

12. NAMING & BROADCASTING

The Naming and Broadcasting rights holder for 2025 will be TBA.

Organisers / Promoters and Clubs hosting National events are required to comply with the following set requirements:

- i) The rights holder will be entitled to 50% of the advertising space at the venue / track.
- ii) The rights holder will have first right of refusal for the start and finish area where applicable

- iii) Where MSA has entered into an agreement in respect of commercial rights to an event or series of events, the affected individual event Organisers / Promoters may not display or publish any advertising material that conflicts with the interests of the party whom MSA has entered into the aforementioned commercial rights agreement with.
- iv) Organisers / Promoters must avoid any potential conflict by ascertaining from MSA (in writing) at least 7 days before the event, whether any potential conflict may arise as a result of an Organiser / Promoter / Sponsor involvement.
- v) All television, radio, electronic and / or other media must include the rights holder's details.
- vi) The display of advertising can be placed on the front number board of each and every competing motorcycle. Besides the competition number and logo, no other advertising may be displayed on this number board.
- vii) Subsidiary sponsors not mentioned within the agreement related to the naming and broadcasting rights will not be permitted, however with the authority of MSA event Organisers / Promoters may have subsidiary sponsors for an individual event if same is confirmed with MSA MX Commission.
- viii) As part of the package for television, a competitor nominated on the day will be requested to do an observation lap with a helmet camera of the track as part of the introduction of the TV package.