
2018 MSA SOUTH AFRICAN NATIONAL MOTOCROSS STANDING SUPPLEMENTARY REGULATIONS

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.

Trust Levy fund per competitor will be R50.00 at all National events and R20.00 at all Regional and Club events.

NOTE 2: All nominated Clubs must deal directly with the Organisers / Promoters regarding Sponsors, agreements, fees/costs. Clubs are urged to ensure that written contracts are concluded with the Organisers / Promoters.

NOTE 3: All Motocross clubs who host both Junior and Senior events must provide a demarcated circuit for 50cc motorcycles.

Notwithstanding the above, all circuits hosting Motocross events are required to submit detailed circuit diagrams, including measurements of the circuits and all obstacles to the Sporting Services Manager for onward transmission to the Commission President and Regional Safety Committees who will be required to conduct safety inspections.

Junior and Senior classes may not be combined. The Clerk of the Course's decision regarding compliance is final on the day. Within Regions, Regional Track Inspectors decisions will be final.

NOTE 4: Where the entrant is not the rider, 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 Failing this, the entrant's name will not be published in any documentation for the event.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 5: All Motocross competitors need to join either an MSA affiliated Motocross or Off Road Motorcycle club who host official events in the **2018** 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 6: All correspondence related to any or all motocross events may be sent by either electronic fax or conventional mail. Where correspondence is required relating to entry forms, supplementary regulations or any other correspondence, this will be deemed to have been sent to and received by Motocross Competitors. Further Motocross information is deemed to have been received if contained in any electronic publication, including emails, internet or any other form of publication.

SSR 221.

NUMBERS

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 and measuring 270mm x 240mm, and the space between any two numbers shall be 10mm.

The minimum dimensions of the numbers for Senior Classes must be:

Height : 155mm
Width : 73mm
Stroke Width : 25mm

- i) All number plates fitted to the machine must be of a rigid material and must be solidly constructed.
- ii) 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.
- iii) The minimum dimensions of the numbers must be for:
MX 50cc - minimum of 75mm high, 15mm stroke and spacing
MX 65cc - minimum of 100mm high, 20mm stroke and spacing
MX 85cc Junior - minimum of 150mm high, 25mm stroke and spacing

- iv) Numbers 1 to 10 will be allocated for all classes as per the **2017** MSA Championship results.
- v) Numbers 01 to 010 will be allocated to the MX 85cc Junior Class as per the **2017** MSA Championship results.

222. COLOUR OF NUMBERS

Red backing for number boards are strictly reserved for points leaders in each respective class going into each round.

Only black numbers on a white or yellow backing will be permitted.

223. OTHER NUMBERS TO BE DISPLAYED BY RIDERS

All competitors have to display the Sponsor's logo on the number boards.

Competitors must display the correct numbers in a contrasting colour on the backs of their jerseys or chest protector. The size of these numbers shall be:

	Minimum	Maximum
Height	104mm	200mm
Width	75mm	100mm
Stroke	25mm	40mm

224. ALLOCATION OF NUMBERS

- i) Numbers are only allocated by MSA in Johannesburg and will be allocated as from 1st December of the preceding year.
- ii) All class 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 riders scored the same number of points, the best individual results will be taken into account.
- iv) Once numbers have been allocated to riders who fall into the already mentioned categories, numbers will then be issued to the remainder on a first come, first served basis.
- v) Any rider changing from one class to another must ensure that he has a number that is correctly allocated in the new class.
- 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.

225. PROTECTIVE CLOTHING

- i) Full face type helmets in sound condition and fitting the wearer are to be properly fastened and worn by all riders during racing and practice.
- ii) Protective clothing must also be worn by all riders during racing and practice.
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) Leather boots specifically made for motocross;
 - e) Goggles and/or spectacles if worn must be made of non-splinterable material;
 - f) Chest protector of an adequate and approved standard will be mandatory in all junior classes, and recommended in the MX1, MX2 and MX3 classes;
 - g) Knee guards (recommended);
 - h) Neck Braces (recommended);
 - i) Helmet sensors may be fitted to helmets.

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-Scrutineering will apply. Forms will be available at registration and once completed, these must be returned. On receipt, a transponder where applicable, will be issued along with a scrutineering sticker to be placed on the motorcycle.
- ii) All competitors will be required to have a fire extinguisher, minimum size 2.5kg, which must be available for inspection at their pits. Fire strikers may be utilized with the same

- equivalent capacity.
- iii) Only helmets complying with the following standards are permitted:
01.70 RECOGNISED INTERNATIONAL HELMET APPROVAL MARKS
- Europe ECE 22-05 (P ou J)
 - Japan JIS T 8133
 - USA SNELL M 2010, SNELL M 2015
- (see also International Helmet Standards in diagram section)

ECE 22 - 05 "P" (EUROPE)
The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval.

E1 for Germany, E2 for France, E3 for Italy, E4 for Netherlands, E5 for Sweden, E6 for Belgium, E7 for Hungary, E8 for Czech Republic, E9 for Spain, E10 for Yugoslavia, E11 for UK, E12 for Austria, E13 for Luxembourg, E14 for Switzerland, E15 (- vacant), E16 for Norway, E17 for Finland, E18 for Denmark, E19 for Roumania, E20 for Poland, E21 for Portugal, E22 for the Russian Federation, E23 for Greece, E24 for Ireland, E25 for Croatia, E26 for Slovenia, E27 for Slovakia, E28 for Bielo Russia, E29 for Estonia, E30 (- vacant), E31 for Bosnia and Herzegovina, E32 for Letonie, E34 for Bulgaria, E37 for Turkey, E40 for Macedonia, E43 for Japan, E44 (- vacant), E45 for Australia, E46 for Ukraine, E47 for South Africa, E48 New Zealand.

Below the letter E, the approval number should always begin with 05. Below the approval number is the serial production number. (Label on retention system or comfort interior).



(JAPAN) JIS T 8133 : 2000
(Label affixed inside the helmet).



(USA) SNELL M2005
(Label affixed inside the helmet).

For more details consult the F.I.M. Technical Rulebook

No cameras will be permitted on helmets.

NOTE 7: No rider will be permitted to practice at a race meeting unless he has been given a valid scrutineering ticket.

227. MODIFICATIONS TO MACHINES

- i) These regulations apply to MX 50cc, MX 65cc and MX 85cc Junior 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 Junior will be bore and stroke to class capacity. To be read with SSR 243.
- 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. PRACTICE

The first lap of all practices is a sighting lap, which is to be ridden under a yellow flag. Riders are to exercise caution and view the track and ride at slow pace. Riders may not jump any jumps but may pass other riders.

The penalty for a breach of this rule is exclusion.

Where necessary a pace rider may be nominated. All practice periods for National Championship events to be approximately 10 minutes' duration. Additional practice will be at the discretion of the Clerk of the Course. No mass starts for practice will be permitted. The number of riders 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 riders permitted on the track at any one time. Organisers must allow competitors to observe the circuit on foot. No competitor is allowed to practice on a national circuit which is to be used for a National Championship event within this period. Circuits must close by no later than 18:00 on the Sunday one (1) week prior to the event for any National and Regional events. The period may be extended by the Organisers. Riders must circulate round a complete circuit and they may not leave the circuit to repeatedly attempt particular obstacles. No machines may be ridden around the perimeter of the course. The penalty for disobeying may be exclusion from the event. If the track is altered during the running of the event, all riders must be allowed at least one inspection lap. Signal/Repair area and Stop/Go areas will be identified at each circuit. This is the only area for motorcycles to stop. Riders Briefing will be held at the start of the day prior to practice and racing taking place.

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) Lowest numbers, or;
- ii) Finishing order in the preceding race or heat, or;
- iii) Selection made with the object of placing the fastest rider in front, as per the telemetry timing system, or;
- iv) Championship points position.
- v) National Organisers must erect a notice board near the start area indicating the order in which riders are to be called to the start gate. Riders are to get into these positions in the pre-race paddock.

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.

232. STARTING GRID

All starts shall take place from the starting grid, which shall consist of individual metal starting gates. The start gate to be 40-50cm above ground level. National Championship events shall have a gate with 40 starting positions. The trigger mechanism must be shielded from the rider's view. A barrier or kerb must be provided 3 metres behind the down position of the start gate. Each motorcycle must have one-meter width on the starting line. Starts from two lines are not permitted. In National and Regional Championship events the places of non-starters shall be taken by reserve riders, in order of priority from a reserve list. The starting straight of the course to the first corner must be long enough for safety. 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. 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 rider unable to kick-start his machine must not delay the start but will be permitted to have his machine started with the help of officials 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.
- vii) Once a rider 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.
- ix) A concrete start and pad is optional.
- 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 riders on the start line.

NOTE 8: MX 50cc - The competitor must be off the motorcycle when the engine is revved and cleared prior to the start; the assistant must be behind the 3m board. Once the competitors are under starters orders.

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 riders shall then return to the starting line and form up in their previous starting positions.

B. JUMP START

Any rider 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. Second offence at the same event, rider will be excluded.***

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. INCIDENTS, 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. 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.
- ii) If during official practice or a race, a competitor has an accident/incident:
 - a) Serious enough to prevent him continuing with the race or practice, or;
 - b) Involving another/other competitor/s and which involves stopping or going off the circuit, even though the motorcycles were able to continue, the rider must submit a report to the Clerk of the Course in writing within one hour of the end of official practice or the race, as the case may be, stating briefly the circumstances surrounding the incident. Failure to submit this report may result in exclusion from the event and further disciplinary action by MSA.

C. GENERAL

- i) Should a competitor inadvertently leave the course, he must re-join at the nearest possible place of safety closest to where he 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 rider who retires from a race or heat shall immediately remove himself and his 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 rider is to indulge in unfair or dangerous conduct during a race.
- v) A rider about to be overtaken shall not knowingly ride so as to impede his fellow riders.
- vi) Any rider deliberately cutting across another rider unfairly or deliberately "taking" another rider out will be excluded.
- vii) In terms of GCR 156 the Clerk of the Course may stop any competitor whom he deems to be a danger to fellow competitors.
- viii) If a rider returns to the pits or paddock during a race he/she will be deemed to have retired
- ix) A rider 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, MX

85cc Junior and MX Ladies classes.

- x) A rider 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 rider with an instruction to pull off at the repair zone where the exhaust must be repaired or replaced before continuing. Should a rider/competitor fail to do so, the penalty is exclusion. Should the damage occur on the last lap the rider/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 2 db deviance is permitted after competition testing.

236. REPAIRS, REPLACEMENTS, FUELLING

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

237. FLAGS / LAST LAP SIGNAL

The following flags and last lap signals to be used:

- Red Flag** - informs all riders 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 deputy, to close the circuit. It must be so positioned not to constitute a danger to any rider.
- 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 that lap. This will apply to offences where no telemetry penalties are not imposed. (Where telemetry is used the rider will be shown a penalty board but is not required to stop).
- Yellow Flag** - indicates danger, either temporary or permanent, whatever its nature. A waved yellow flag denotes a dangerous situation in the sector following the marshal post concerned. Riders are to be instructed, either by hand or flag, to use the unobstructed portion of the track, and if the obstruction is serious will show a waved yellow flag. When an obstruction occurs in a sector and a yellow flag is being waved, where possible the preceding post will display a stationary yellow flag to warn riders 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 riders and officials on the track, until the obstruction has been cleared, including the yellow flag. Obstacles such as table tops, step downs, etc. must be ridden and not jumped. The Clerk of the Course will have the final say, in respect of competitors riding under yellow flag, should a dispute arise.
- White Flag** - denotes that medical personnel are on the track attending to a fallen rider, all other riders to proceed with caution as under a yellow flag.
- Green Flag** - (OPTIONAL) denotes "all clear" after a dangerous situation.
- 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.
- Blue Flag** - (OPTIONAL) another competitor is trying to overtake (rider being lapped).
- Black and White Chequered flag** - usually waved denotes finish of heat.

238. THE FINISH

All riders participating in the Qualification Race and/or Race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in

the order they cross the finish line past the chequered flag, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 5 minutes of the arrival of the winner, i.e. riders have 5 minutes to complete the lap or it will not be counted in their result. Any rider that does not pass the chequered flag/control line within 5 minutes of the winner will be deemed to have DNF'd 75% of the laps of the winner must be completed to be deemed a finisher.

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.

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.

Competitor must cross the finish line un-assisted whether it be under power or pushed over.

239. DEAD HEAT

In case of a dead heat, the competitors concerned shall share the prizes for the first and second place, or if the competitors agree, the Stewards of the Meeting may authorise a re-run by such competitors only. The race or heat may not be re-run.

240. RACE STOPPED PREMATURELY

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

241. THE COURSE

- i) All circuits will be inspected and approved by the track inspector/inspection committee appointed by **MSA**. A drawing of the track must be submitted to MSA when applying for a permit and must be submitted with the **supplementary** regulations. Should the drawing not be included, no permit will be issued. This applies to all level of Motocross events.
- 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 circuit will be 800 metres.
- iii) The direction of the course must be clearly indicated to the riders.
- 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 on the main straight following the start.
- 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 riders. 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 circuit organizers are to ensure that dust is not a hazard to riders.
- xii) Watering may only take place between heats or at the discretion of the COC.
- xiii) Barbed wire, metal fences, wires, trees, poles or hoarding less than 3m from the edge of the circuit 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 circuit are to be clearly marked.
- xvi) One double jump per motocross circuit is 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 riders:
 - a) within 10 metres of a corner after a corner; be no longer than 40 metres; and no more than two whoop sections are permitted;
 - b) at least 1,5m apart (if more than 15m long);
 - 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 50cm high and 2,5m apart;
 - f) a minimum of 20 metres must separate the last whoop from the next obstacle.
- xviii) Spectators are to be kept away from the circuit 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 circuit during racing. Tyre walls may be used on whoops and corners providing they are laid flat and do not stand upright. The starting area to be level. The minimum width of the circuit 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 circuit, a physical barrier shall be erected. Organisers will remain responsible for ensuring spectators are kept away from the circuit. Organisers will ensure that only the mechanic zone is used to signal riders and only officials at the event are allowed to go onto the circuit.
- xix) Where possible, blind jumps must have two Marshals - i.e. one on top and one \pm 20 metres in front of the jump.

The following requirements will be applicable to motocross in respect of the MX 50cc, MX 65cc and MX 85cc Junior classes. Junior circuits will require a taper of 12m, 8m and then 6 metres

- i) A motocross course shall, unless authorised by the MSA Motocross Commission, be a maximum length of 800 metres for 50cc and for all other classes 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 riders:
 - 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

ADDITIONAL REQUIREMENTS APPLICABLE TO ALL NATIONAL CHAMPIONSHIP EVENTS:

- i) Inspections to ensure that the track facilities meet all requirements will be conducted. A committee comprising no less than 3 persons appointed by the Commission President/MSA will inspect the circuit and compile/complete a track inspection/grading report. Should the circuit 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) The following services/facilities to be provided by Organisers:
 - a) A "jetting strip" of minimum length of 100 metres in each direction divided by a physical barrier and clearly marked;
 - b) A dedicated toilet for the use of riders in the waiting zone/pre-race paddock.
 - c) Toilets (Male). A minimum of four constructed toilets and a constructed through or urinal large enough to accommodate 6 persons. (Constructed is defined as a brick and mortar structure with proper flushing toilets.)
 - d) Toilets (Female). A minimum of 6 constructed toilets to be provided.
 - e) 2 washbasins for females and 2 washbasins for male toilets must be provided.
 - f) 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.)
 - g) Showers are recommended.
 - h) 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.
- i) Any additional water provided (drums) must be on a dedicated cement or brick area. Wash bays are for the use of all riders and the reserving of specific bays is not permitted. Organiser 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.
 - j) Adequate free drinking water clearly indicated as such must be provided.
 - 1) Adequate track watering facilities;
 - 2) Marshals must be provided at all jumps and obstacles. The Stewards will, after checking the required track plan, determine the number of marshals, marshal points and medical posts required.
 - 3) Phone and fax facilities at the circuit – optional;
 - 4) Electricity supply at the circuit – optional;
 - 5) A P.A. system adequate in all respects and able to cover all areas of the circuit including the spectator areas, wash bays, pit area, refreshment areas and the like. A second dedicated system must be provided for riders briefing and prize giving.
 - 6) A podium for the top three finishers must be provided after the last heat in each class;
 - k) A control tower/office/caravan for use by relevant parties;
 - 7) A minimum of 2 “strippers” to be provided for backup lap scoring
 - 8) One official timekeeper with a minimum of two stop watches;
 - 9) Clearly demarcated mechanics/signal zone of sufficient size with a safety entry/exit point;
 - 10) Adequate safety and security measures as required by MSA and the Motocross Commission;
 - 11) 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.
 - l) 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.
 - m) A suitable Stewards room must be available at all events (compulsory);
 - n) An enclosed, separate, medical room/facility (compulsory);
 - 12) Television the event will be compulsory if MSA / Motocross Commission has arranged a television package.
 - o) A dedicated closed facility supplied with dedicated power must be provided for telemetry.
 - p) A Chief Time Keeper and the Telemetry System will control the official race time.
 - 13) All Commission members will be issued with all access permits for all Motocross circuits giving unrestricted access to circuits and areas.
 - q) Spectators and parents will not be allowed on circuits. Designated, fenced areas must be created for this purpose. During 50cc races dedicated officials will assist. No outside assistance will be permitted.
 - 14) Adequate seating must be provided for spectators.
 - 15) Organisers 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.
 - 16) Organisers must ensure that Advertising and Publishing of events takes place prior to an event.
 - 17) Dedicated signage must be erected prior to the event and during the duration of the event indicating directions to hosting circuits.
 - iii) Organisers 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.
 - iv) Organisers are to make every effort to publicise route directions to the circuit to assist the

- public.
- v) Alternative methods of advertising the event may be submitted timeously to the Motocross Commission for approval.

242. GENERAL REQUIREMENTS FOR ELIGIBILITY OF RIDERS

- i) Refer to GCR 243.
- 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 Medical Code. It is the responsibility of the competitor to ensure that they submit a medical certificate indicating that they are fit to compete in Motorsport 5 (five) working days before the start of the event, sending it to MSA Head Office 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.

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

- i) MX 50cc 2 stroke (Water cooled motorcycles not exceeding 52cc)
Age – Open to riders from the year of their 4th birthday, to 31 December of the year in which their 9th birthday occurs.
Carburettor size – 19mm as per the manufacturers specifications
Wheel size - Rear 10” and Front 12”
NOTICE FOR 2019:
Age – Open to riders from the year of their 5th birthday, to 31 December of the year in which their 9th birthday occurs
- ii) MX 65cc (Clutch Lever with gears – motorcycles not exceeding 65cc)
Age – Open to riders from the year of their 7th birthday to 31 December of the year in which their 12th birthday occurs.
Wheel size – Rear 12” and Front 14”
- iii) MX 85cc Junior (Clutch Lever with gears – motorcycles not exceeding 85cc)
Age – Open to riders from the year of their 8th birthday to the 31 December of the year in which their 13th birthday occurs.
Wheel size – Rear 14” and Front 17”
Will be bore and stroke to capacity only and no further restrictions will apply.
- iv) MX Pro Mini
Age – Open to riders from the year of the 10th birthday, to 31 December of the year in which their 15th birthday occurs.
85cc 2 stroke
Wheel size – Rear 14” and Front 17” or Rear 16” and Front 19”
- v) MX High School
Age – Open to riders from the year of the 13th birthday, to 31 December of the year in which their 17th birthday occurs.
Wheel size – Rear 19” and Front 21”
Two stroke motorcycles not exceeding 126cc
- vi) MX 2
Age – Open to riders from the year of the 16th birthday
Wheel size – Rear 19” and Front 21”
125cc -150cc 2 stroke & 250cc 4 stroke motorcycles
NOTICE FOR 2019:
Age – Open to riders from the year of the 15th birthday, to 31 December of the year in which their 24th birthday occurs.

- vii) MX 1
Age – Open to riders from the year of the **17th** birthday
Wheel size – Rear 19” and Front 21”
125cc 2 stroke - 300cc 2Stroke & 250cc 4 stroke - 450cc 4 stroke motorcycles
NOTICE FOR 2019:
Age – Open to riders from the year of the 16th birthday
- viii) MX 3
Wheel Size – Rear 19” and Front 21”
Motorcycles of unrestricted capacity
Open to riders from the year of the riders 30th birthday
How MX 3 Works at Nationals for 2018:
- MX 3 class will score twice on race day.
 - Riders will score once in the National Championship MX3 class. It is compulsory to score in this class by all MX3 entrants. It remains an official National Championship class recognized by MSA. MSA only recognizes this class for National Championship status.
 - All MX3 entrants then score a second time in an age specific category for ‘on the day’ purposes only. You cannot enter and score only in the age specific categories.
 - Riders are required to have a National Licence.
 - National Entry Fee applies BUT riders only pay for First Class entry. Riders are not charged a second class entry fee to score in both.
 - All MX 3 riders race together in their own race. It will not be combined with any other classes unless numbers are less than 10
 - There is a National podium for MX3 and then **3 (three)** additional Top 3 podiums for the age specific categories below:
30 – 39
40 – 49
50+
 - Bonus points as in previous years are discontinued.
- ix) MX 2 Stroke (Club Class)
Age – Open to riders from the year of the 18th birthday
From 125cc and over
NOTICE FOR 2019:
Age – Open to riders from the year of the 17th birthday
- x) MX Ladies
(The same proviso for the 150cc as mentioned under Pro Mini class above will apply)
Open to riders from the year of their 13th birthday. These riders can compete on Motorcycles not exceeding 125cc 2 stroke.
Open to riders from the year of their 16th birthday. These riders can compete on Motorcycles not exceeding 150cc 2 stroke or 250cc 4 stroke
Wheel Size – Mixed sizes as per manufacturer
- xi) **MX Support Class**
Riders from the year of their 13th birthday, to 31 December of the year in which their 17th birthday occurs (125cc Two Stroke machines only).
Riders from the year of their 16th birthday (125cc -150cc 2 stroke & 250cc 4 stroke motorcycles).
Riders from the year of their 17th birthday (125cc 2 stroke - 300cc 2Stroke & 250cc 4 stroke - 450cc 4 stroke motorcycle).
Competitors will not be permitted to participate in both a National class and the Support class.

NOTE 9: The combining of the MX 85cc Junior/125cc classes are prohibited, excluding the ladies class. These classes may not be combined with any other class. The 65cc/85cc **Jnr, and 125cc/Pro Mini** classes may be combined at the discretion of the COC at Regional or Club events only.

NOTE 10: Organisers and Clubs may run an Enduro class at Motocross events as a support class only.

NOTE 11: Environmental mats are compulsory for all motorcycles and quads. Mats must be of a size as to adequately protect the ground below the vehicle.

244. POINTS SCORING

Points will be awarded per class, per heat, as follows:

1st in class - 25

2nd in class - 22

3rd in class - 20, thereafter the points decrease by one point down to 22nd place.

In arriving at the overall position for the day in each class, any tie will be resolved in favour of the rider with the best position in the final heat.

All competitors must be included on the score sheets even if they DNF.

245. OFFICIAL AREA

Provision must be made for suitable accommodation 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.

246. COMPETITORS' ENCLOSURE

Provision must be provided at the circuit for a paddock for competing motorcycles, tow vehicles and trailers.

Direct access to the pre-race paddock and starting area must be provided. Official teams are to be provided with suitable pit parking areas as required from time to time provided the teams have made suitable arrangements with the Organisers/Promoters of the meeting.

247. MOTORCYCLES IN THE PITS

Motorcycles can only be ridden in the pits at a walking pace. Any competitors found riding his machine anywhere other than on the racetrack, jetting strip, or in the pits will be immediately excluded from the entire race meeting.

Pit bikes/quads/scooters/bikes may not be utilised in the pits/public areas/on the circuit by riders or their pit crew.

The penalty for breach of this rule is immediate exclusion of the competitor concerned.

248. MANUFACTURERS TROPHY

Only one trophy awarded to the Team Manager.

To establish a Manufacturer Champion, points will be awarded to each manufacturer for its highest placed finisher in the MX High School, MX1 and MX2 classes only.

If a class does not qualify at the event, that class will be omitted from the scoring.

249. TRACK ACCESS

i. Competitors

- a) All competitors must attend documentation and upon signing in will have their arm band put on their wrist by one of the event staff. The arm band 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 rider's armband will be checked in the pre-race paddock for every practice and every race, and any competitor who does not have their arm band on their wrist when they enter the pre-race paddock, will be refused entry past that point.**
- b) Any competitor that enters the track at any time during the day must do so at designated access points. Accessing the track by any other means will come with a penalty, i.e. which will be the removal of the access arm band and a fine of R1000.00.**
- c) Competitors under the age of 18 that want to inspect the track must do so with a parent or guardian. If anyone under the age of 18 is found unaccompanied on the track, they will be escorted off.**
- d) Competitors inspecting racing lines on the circuit while racing is taking place, must be 3m from the edge of the track.**
- e) 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 are wanting to view. Competitors found crossing a live track will be excluded for the rest of the day.**

- ii. **Mechanics**
- a) **Competitors will be requested to supply the name of their mechanic upon entering for the event. The mechanics arm band will be allocated to that designated mechanic. The named mechanic will also need to personally collect their arm band 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 arm band too will be checked in the pre-race paddock. Any mechanic without the arm band 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 arm bands 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**
- iii. **Pick-up marshals**
- a) **All 50cc / 65cc competitor's mechanics (with registered armbands), will be allowed access to the track during their respective heats /practice to assist riders who can't 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 a bib.**
 - c) **This bib must be returned at the end of the day of the event. Failure to do so will result in a R1000.00 fine.**
 - d) **Pick-up marshals must be 18 years and older.**
 - e) **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 bib can be handed over to the new dedicated pick-up marshal.**
 - f) **Pick-up marshals cannot be a designated mechanic.**
 - g) **Pick-up marshals cannot signal competitors. Signaling is done by the mechanics in the designated mechanics area only.**
 - h) **Any person that is injured in any way, cannot be a pick-up marshal.**
- iv. **Outside Assistance**
- a) **Competitors receiving 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.**
 - c) **The use of two-way radios with a competitor is prohibited.**
- v. **Additional arm bands will not be allocated under any circumstances other than to MSA accredited card holders or team managers with current entrants licences. It is the person's responsibility to make sure they wear the access arm band for the duration of the event and don't 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 arm band and a fine of R1000.00. Once an arm band 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.**

250. CLERK OF THE COURSE

The Clerk of the Course cannot be a voting member of the Stewards

The Clerk of the Course is appointed by the Organisers and must have successfully participated in a seminar 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 essential duties are set out in GCR 156 but will also include:

- i) The Clerk of the Course must ensure that the circuit, 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 riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider 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 majeure" or proceed with the improvement of the conditions of the circuit, track or venue, stop a meeting prematurely or cancel part of or the entire meeting.
- iv) The Clerk of the Course can prevent a rider or motorcycle from starting, or order their withdrawal from the meeting if he considers such action necessary for safety reasons.
- v) The Clerk of the Course must ensure that the MSA rules are respected; he may propose penalties to the Stewards.
- 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 circuit, 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 report to the Stewards, and to have the provisional results of the meeting approved.

251. GENERAL PENALTIES IMPOSED BY THE CLERK OF THE COURSE

A 20-second stop/go penalty will be applicable in respect of a first offence where the rider will be black flagged and a board with his number on will be displayed. This will be displayed at the stop/go penalty area.

A rider 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 COC may decide a penalty not less than 20 seconds and not more than 60 seconds.

In the case of offences including yellow flags, the Clerk of the Course may impose a penalty of exclusion in cases where the COC believes competitors have contravened.

252. ENTRIES

For an entry to be valid, a completed entry form must be with the organiser by the closing date, payment for entries must be made when riders submit entries. The entry fee for National Championship events will be a maximum of **R1600 incl. VAT (Excluding the timing tag)** for Junior and Senior riders for the first class entered and includes a transponder.

The closing date for entries will be three days before the event and a list of entries received will be forwarded to the non-circuit sport co-ordinator at MSA by noon on the Thursday after the closing date for the event.

Family members competing at the same event and on the same day will be treated as a first entry and thereafter at the cost of a second entry for each class entered.

Competitors are to familiarise themselves with GCR 122 (Acquaintance with and Submission to the Rules).

253. TELEMETRY

The riders will be responsible for the transponder during the entire event. Where no bracket is supplied by the service provider, the service provider assumes responsibility for the transponder.

254. ACCEPTANCE OF ENTRIES

Refer GCR's 99 - 101.

255. PROTEST PERIOD

Notwithstanding the general protest periods laid down in GCR 200, the protest period for motocross shall be 15 minutes.

256. FUEL

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

257. RESPONSIBILITY

Each rider is responsible for the actions of his family and pit crew. Consumption of alcohol in the pits or in the circuit area is strictly forbidden and any unnecessary trouble caused by these individuals may result in the exclusion of the rider concerned for the day. Each competitor is responsible for the actions, acts or omissions of any and all of his or her supporters, irrespective of the title under which they attend such events.

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. This applies to 1st offences only and does not preclude MSA from instituting any further action it deems necessary. The rider's representative will also be the responsible person to lodge any queries, protests and appeals on behalf of the rider.

**2018 SOUTH AFRICAN
MOTOCROSS CHAMPIONSHIPS**

ART

1. CLASSES

- MX 50cc
- MX 65cc
- MX 85cc Junior / MX Pro Mini
- MX High School
- MX 2
- MX 1
- MX 3
- Support Classes / Ladies / MX 2 Stroke.

NOTE 12: No inflatable advertising arches/bridges or similar devices are permitted over and or next to the circuit 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 circuit.

2. ELIGIBILITY OF RIDERS

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

3. HEATS TO COUNT

The Championship will comprise of 7 rounds, totalling 14 heats for Seniors and Juniors.

4. RACE DISTANCE (*Race order will be determined in the Supplementary Regulations of events, and would be subject to change by the COC on the day.*)

The duration of each heat for the championship will be:

MX 50cc	10 mins + 1 lap
MX 85cc Junior Clutch Lever & MX Pro Mini	15 mins + 1 lap
MX 65cc Clutch Lever with gears	12 mins + 1 lap
MX 2	18 mins + 1 lap
MX High School	16 mins + 1 lap
MX 1	18 mins + 1 lap
MX3	12 mins + 1 lap
Senior Support (optional) / MX Ladies / MX 2 Stroke	12 mins + 1 lap

5. SCORING

Standard scoring will apply for the championship – Refer SSR 244.

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 10 riders per National Championship event, namely practice 1st heat or 2nd heat. All entries must appear on the result sheets, even if a rider does not start the 1st heat or does not complete racing for the day. To declare MSA Class Champions, an average of 10 starters per event will be required.
9. **TRACK INSPECTIONS**
Prior to each National Championship event the track will be inspected for compliance and safety jointly by the MSA Motocross Commission or its appointed representative.
10. **STANDARD PROGRAMME FOR NATIONAL CHAMPIONSHIP MOTOCROSS EVENTS**
Reserved
Please note that whilst every effort has been made to avoid clashes with the classes, the day programme cannot be altered once finalised.
11. **NOTE 13:** The waiting zone will close 10 minutes before the scheduled time of the heat, as stipulated in the ***supplementary regulations.***
12. **NOTE 14:** ***Reserved***
13. **NOTE 15:** MX Pro Mini Class - Qualification criteria for FIM and FIM Africa MXOAN events will be competitors chosen from the MX Pro Mini class (on a big wheel bike) only.
MX 3 Class - Qualification criteria for FIM and FIM Africa MXOAN events would be for competitors aged 35 years and older
14. **NOTE 16:** **2018 QUALIFICATION CRITERIA:**
i) Candidate must be the holder of a National MSA Licence
ii) Candidate must pre-qualify by competing in 75% of the previous year's National Championship events.
iii) In meeting the above criteria, final candidates will then be selected based on the points standings from the first 3 Motocross National Championship events in the current year.
15. In winter months – racing will start no later than 10.30 am.
16. **NAMING & BROADCASTING**
The Naming and Broadcasting rights holder for **2018** will be TBA.
Organisers 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 circuit
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 promoters/organisers 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 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/sponsor involvement.
v. All television, radio, electronic and/or other media must include the rights holder's details.



- vi. All advertising in which the event in question is mentioned including but not limited to clothing, trophies and the like must reflect the rights holder's details.
- vii. 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.
- viii. 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 may have subsidiary sponsors for an individual event if same is confirmed with MSA.
- ix. 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 circuit as part of the introduction of the TV package.

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