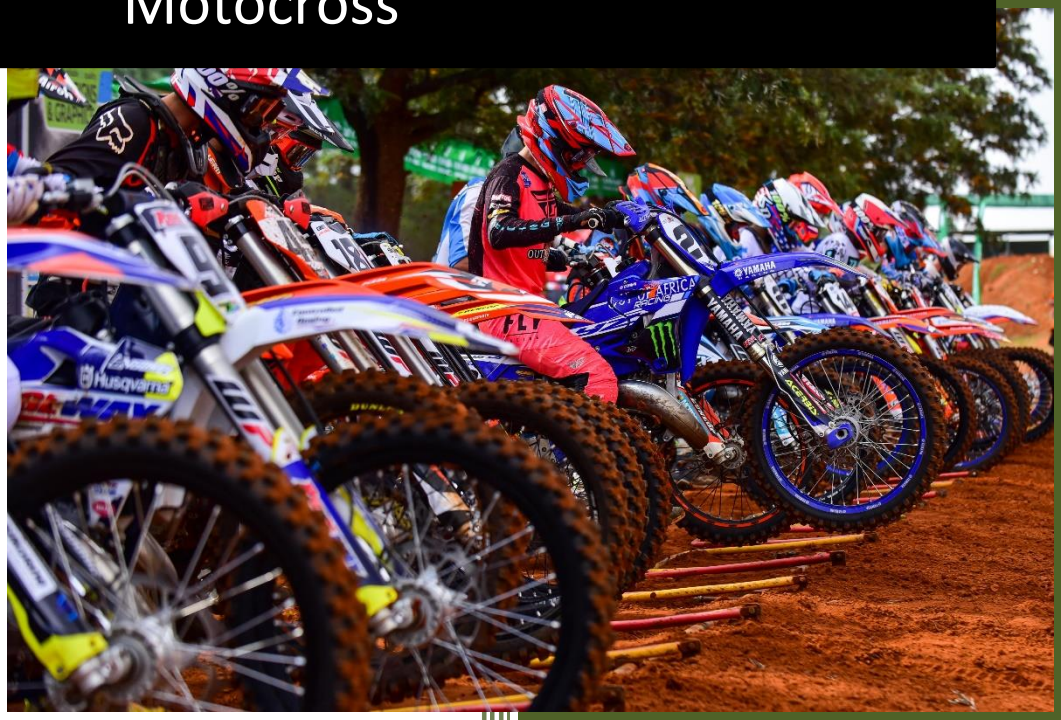
MOTORSPORT SOUTH AFRICA

2022

MSA National Standing Supplementary Regulations

Motocross



Version 3

06 May 2022

Ref: 162646/157(e)

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

Modified SSR / ART	***Date applicable***	***Date of Publication***	***Clarifications***
SSR 229 xii)	***Immediately***	***06 May 2022***	***Wording added***
SSR 222 i); 229 xiii)	***Immediately***	***13 April 2022***	***Wording added***
SSR 229 xii)	***Immediately***	***13 April 2022***	***Wording removed***
SSR 244 i)	***Immediately***	***13 April 2022***	***Wording added and removed***

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

NOTE 3: 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 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 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 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 events in the 2022 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 SSR's, 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 SSR's will take precedence.

Link for the 2022 GCR Regulations:
https://www.motorsport.co.za/DisplayLink.aspx?group=Publications&name=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 2021 MSA Championship results.

vii) Numbers 01 to 010 will be allocated to the MX 85cc Class as per the 2021 MSA Championship results. Only permitted for the 2022 season, thereafter, ceding with the MX 85cc class will occur.

222. **COLOUR OF NUMBERS**

i) Red backing for front number board 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 1 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:

	Minimum
Height:	104mm
Width:	75mm
Stroke:	25mm

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.

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 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 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.

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.

ii) Protective clothing must also be worn by all competitors during racing and practice.

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-splinterable material;

f) Chest protector of an adequate and approved standard will be mandatory in all junior classes, and recommended in the MX 1, MX 2 and MX 3 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-Scrutineering & vehicle safety declaration shall apply. Forms will be available for download and once completed, these must be returned. Engine and Chassis number has been 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. Fire strikers may be utilized with the same equivalent capacity.

v) Only helmets complying with the following standards as per 01.70 in the 2022 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.

NOTE 8: No competitor will be permitted to practice at a race meeting unless he / she has been given a valid scrutineering sticker.

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. **OFFICIAL PRACTICE**

i) The first lap of all practices is a sighting lap, which is to be ridden under a yellow flag. 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.

ii) Where necessary a pace rider may be nominated.

iii) 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.

iv) No mass starts for practice will be permitted.

v) 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.

vi) Organisers / Promoters must allow competitors to observe the course on foot if no sighting lap is permitted before the start of each heat.

vii) 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 SR's.

viii) Competitors must circulate round a complete course, and they may not leave the course to repeatedly attempt particular obstacles.

ix) No machines may be ridden around the perimeter of the course. The penalty for disobeying may be exclusion from the event.

x) If the track is altered during the running of the event, all competitors must be allowed at least one inspection lap.

xi) Signal / Repair area and Stop / Go areas will be identified at each venue / track. This is the only area for motorcycles to stop.

xii) ***Electronic riders briefing will be held via the Official notice board (Telegram App), 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.

xiii) Practice line-up for Round 1 of the new season shall be by random draw, preferably digital random selection prior to the race meeting. From Round 2 onwards, shall be based on current MSA National Motocross Championship Point standings.

A) Sighting Laps

i) There will be sighting laps for all Senior National classes; MX 50cc, MX 65cc and MX 85cc classes are permitted to walk the track with a pick-up marshal or mechanic during the day.
ii) Sighting laps are to be considered under yellow caution, irrespective if the yellow flag is indicated or not;
iii) Competitors may overtake;
iv) Slow pace during all sighting laps;
v) Competitors may not jump;
vi) Competitors may not practice a start – pull away will be slow;
vii) Competitors may not stop to clear a path at any point;
viii) Competitors may not get off the machine to clear and / or fix any point;
ix) No track access will be permitted at all, to any person;
x) Only lunch time track walks are permitted due to the following reasons:
- Less confusion for event personnel on which classes may and may not walk the track;
- Less access creates a safer environment on the track;
- Better access control;
- Allow all riders equal opportunity to view the current state of the track prior to their race

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.

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

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.
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 will be permitted to have his / her 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 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.

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 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; the assistant must be behind the 3m border. Once the competitors are under starters orders, the assistance 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.

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 will be excluded.

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 and MX 65cc 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**

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.

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 no 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 waved 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, 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.

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) 75% of the laps of the winner must be completed and cross the finish line to be deemed a finisher, except for the MX 50cc class. The MX 50cc class 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 (for example, 4.8 would be rounded down to 4), especially for organising clubs that use manual lap scoring.

239. **RACE STOPPED PREMATURELY**

i) Once started, a race will not, except for reasons of force majeure or SSR 234, 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.

240. **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 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.

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 venue organisers are to ensure that dust is not a hazard to competitors.

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 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) One double jump per motocross track 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 competitors:

a) 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;
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 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.

xix) Where possible, blind jumps must have two Marshals - i.e. one on top and one ± 20-metres in front of the jump.

B) <u>The following requirements will be applicable to motocross in respect of the MX 50cc and MX 65cc classes. Junior tracks will require a taper of 12m, 8m and then 6 metres</u>

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 1.8 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) <u>ADDITIONAL REQUIREMENTS APPLICABLE TO ALL NATIONAL CHAMPIONSHIP EVENTS:</u>

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 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 100 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 that 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.
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 for MX 50cc and MX 65cc classes.
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.

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 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 at least 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.

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.
Carburettor size – 19mm as per the motorcycle manufacturers specifications (stock)
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 8th 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 8th 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. 85cc 2 stroke

PLEASE NOTE FOR THE 2023 SEASON:
Age – Open to competitors from the year of their 9th 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 9th birthday, to 31 December of the year in which their 15th birthday occurs.

PLEASE NOTE FOR THE 2024 SEASON:
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.

iv) Reserved

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 not exceeding 126cc

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
Wheel Size – Rear 19" / 18" and Front 21"
Motorcycles of unrestricted capacity
Open to competitors from the year of the competitors 30th birthday
How MX 3 Works at Nationals for 2022:
a) MX 3 class will score twice on race day.
b) Competitors will score once in the National Championship MX 3 class. It is compulsory to score in this class by all MX 3 entrants. It remains an official National Championship class recognized by MSA. MSA only recognizes this class for National Championship status.
c) All MX 3 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. The ages for the age specific classes are as follows 30 – 39 years old, and 40 years and older.
d) Competitors are required to have a National Licence.
e) National Entry Fee applies BUT competitors only pay for First Class entry. Competitors are not charged a second class entry fee to score in both.

ix) MX Ladies
Open to competitors from the year of their 13th birthday. These competitors can compete on Motorcycles not exceeding 125cc 2 stroke.
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 COC 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.

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.

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) The Telegram App will be the 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.

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

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

247. MANUFACTURERS TROPHY

i) Only one trophy 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.

c) Competitors inspecting racing lines on the track while racing is taking place, must be 3m from the edge of the track.

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 are wanting to view.

ii) Mechanics

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

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 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 R50 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.

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

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 the discretion of the Clerk of the Course.

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 R1000.00 for 50cc; R1600.00 for MX 1 and MX 2 & R1400.00 for all other classes.

iii) The closing date for entries will be minimum three days before the event and a list of entries received will be forwarded to the Sport Co-ordinator at MSA by noon on the Thursday after the closing date for the event.

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

252. **TELEMETRY (Where applicable)**

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

253. **ACCEPTANCE OF ENTRIES**

Refer GCR's 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.

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**

i) Classes that do not qualify as per ART 8 (Number of starters), will not qualify for prizemoney / trophies.

Class	Position	Heat 1	Heat 2
MX1	1st	R 1 450,00	R 1 450,00
	2nd	R 1 200,00	R 1 200,00
	3rd	R 950,00	R 950,00
MX2	1st	R 1 450,00	R 1 450,00
	2nd	R 1 200,00	R 1 200,00
	3rd	R 950,00	R 950,00
MX3	1st	R 500,00	R 500,00
	2nd	R 450,00	R 450,00
	3rd	R 400,00	R 400,00
MX Ladies	1st	R 500,00	R 500,00
	2nd	R 450,00	R 450,00
	3rd	R 400,00	R 400,00
MX 85cc	1st	R 500,00	R 500,00
	2nd	R 450,00	R 450,00
	3rd	R 400,00	R 400,00
MX High School	1st	R 500,00	R 500,00
	2nd	R 450,00	R 450,00
	3rd	R 400,00	R 400,00

2022 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 Ladies

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 6 rounds, totalling 12 heats for Senior and Junior classes.

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	12 mins + 1 lap
MX 85cc	15 mins + 1 lap
MX 65cc Clutch Lever with gears	15 mins + 1 lap
MX 2	18 mins + 1 lap
MX High School	16 mins + 1 lap
MX 1	18 mins + 1 lap
MX 3 / MX Ladies	15 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 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**

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.
Should any changes want to be made after the annual inspection, approval will first need to be given from the 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.

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

11: **2022 QUALIFICATION CRITERIA**

A) FIM Africa MXOAN:

i) Candidate must be the holder of a National MSA Licence and 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, up until 10th position, will then be selected based on the point's standings from the first 3 Motocross National Championship events in the current year.

v) MX 85cc class – Only competitors on a big wheel bike only.

vi) MX 3 class – Only competitors aged 35 years and older

B) FIM Junior MX World Championship:

i) Candidate must be the holder of a National MSA Licence and 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 only.

iv) In meeting the above criteria, top 3 candidates per class will then be selected based on the point's standings from the Motocross National Championship events in the previous year.

v) 2 Commission Wild Cards will be selected for the team**.**

C) Any competitor with dual nationality, would need to advise MSA of their interest in participating in international events by no later than 30 January 2022.

D) 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 approval and final approval;

iii) The MSA MX Commission shall make the selection criteria known for each International event prior the start of the season in 2022

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

13. **NAMING & BROADCASTING**

The Naming and Broadcasting rights holder for 2022 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) 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 / Promoters 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 track as part of the introduction of the TV package.