



2022

STANDING SUPPLEMENTARY REGULATIONS

ENDURO

(Incorporating Extreme, Super, Hard and Regular)

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## 1. DEFINITION

The 2022 FIM AFRICA Continental Championship Event will be organised in accordance with the rules of both the FIM and FIM AFRICA. The meetings will be held under the FIM AFRICA Sporting Code, the Statutes of FIM AFRICA and these Supplementary Regulations pertaining to each facet of the sport which have been duly examined and approved by the FIM AFRICA Council.

**Enduro** is a Sporting and navigational event set out over a period of one Day plus a prologue. The riders will progress in a natural and varied environment in order to test the reliability of the motorcycles, the skill and the endurance of the riders. The conditions of the race shall be varied, and the terrain comprises of natural landscapes and can include Mountains, Rocky Sections, Dunes and River Bed. Riders may have at times to push their motorcycles. The riders shall progress on a common route and may encounter other riders. Any difficulty arising that has not been envisaged will be considered as part of the race and no complaint will be accepted. The Route will be a combination of route marking and GPS. The organiser will be requested to supply a plan of the course. The organiser may create an 8-shaped course, or it can be set out in a loop configuration taking into consideration refuel distances.

FIM AFRICA will examine each year the applications for enrolment for these events which must be submitted before the Annual Congress of the preceding year.

## 2. RULES

An Enduro is run in accordance with the following: -

- FIM Africa Enduro Standing Supplementary Regulations (SSR's) for the year. \_
  - The FIM Africa GSR's.
  - The Sporting Code of FIM AFRICA
  - The Supplementary Regulations for the Event (SR's)
  - In conjunction with National rules of the host FMNR
- 2.1 The Clerk of the Course shall be responsible for application of the Rules during the running of the event, which shall be under the control of a Jury composed of International Sporting Stewards in compliance with the FIM AFRICA Sporting Code. In events of more than 100 riders, the presence of an Assistant Clerk of the Course who is the holder of a valid FIM AFRICA Cross Country/Enduro/Off Road license is compulsory.
  - 2.2 The International Jury, who shall alone have the power to decide and shall examine any complaints relating the application of the rules, or any case not provided for.
  - 2.3 Any modifications or additional provisions shall be announced by means of Final Instructions. The Final Instructions will be dated, numbered and signed. These Final Instructions will form an integral part of the rules and shall be posted on the official notice board for the event. They shall also be communicated directly to the competitors in the shortest possible time.
  - 2.4 The FMNR may appoint, in addition to the sporting observers and stewards, the Clerk of the Course for the event. These persons shall be under the responsibility of the Organiser.

- 2.5 The Supplementary Regulations for the event shall be drawn up by the Organiser in agreement with both the FMNR delegate, and under the control of the FMNR, with the approval of the FIM AFRICA Council and the Cross Country/Enduro/Off Road Working Group.
- 2.6 Officials forming the Sporting and Technical management of the event must be holders of a valid FIM/FIM AFRICA Officials License and to this end, must hold a FIM AFRICA Enduro Licence.
- 2.7 A FIM AFRICA permit may only be given to the Organiser if the following conditions are met:
- Submission of three copies of the Supplementary Regulations, to FIM-AFRICA 12 (twelve) weeks prior to the date of the event.
  - Confirmation of third-party insurance for the Organiser in accordance with local laws.
  - Detailed description of the medical support available by air and/or road during the event.

### 3. GENERAL TERMINOLOGY FOR ENDURO/OFF ROAD EVENTS

FIM	Federation International De Motocyclisme
FIM AFRICA	FIM AFRICA
CONU	Continental Union (FIM AFRICA)
FMN	National Motor Cycle Federation
FMNR	Hosting National Motor Cycle Federation
STAGE	Each part of the Enduro separated by a controlled stop
LIAISON	Section of route between two successive time checks
SPECIAL	True speed test in real time (also called a Special Test)
FIXED PENALTY	A time penalty to be added to penalties already incurred by riders in precise cases and specified in the Supplementary Regulations.
NEUTRALIZATION	Time during which the riders are stopped by the Clerk of the Course.
FINAL INSTRUCTIONS	an Official Bulletin forming an integral part of the Supplementary Regulations of the Enduro and intended to modify the, give more details or supplement them. <ul style="list-style-type: none"> <li>• By the Organiser up to the day of the controls and notified by the FMNR</li> <li>• By the Jury throughout the running of the Enduro event.</li> </ul>
EXCLUSION	Exclusion Penalty decided by the International Jury following an infringement foreseen or unforeseen in the sporting rules

TIME BAR	The time bar – <b>MAXIMUM TIME ALLOWED</b> - will be the time for exclusion of slower competitors as stipulated in the Supplementary regulations Final Instructions or Official Bulletin.
CUT OFF TIME	Once the Cut off Time has elapsed for the respective classes; no rider will be permitted to commence a new lap. Riders on the course after the respective Cut off Time, will be permitted to complete that lap, and will be record an overall elapsed time once they cross the Finish Line, up to the final Time Bar. Riders reaching the Finish Line after the Final Time Bar will not be classed as a finisher and will be excluded from the results.

#### 4. MOTORCYCLE CLASSES

- 4.1 Senior class: Gold, Silver, Bronze  
Junior classes: 125/150 cc Age 14 – 18 years. Bronze track  
85cc Age 13 – 15 years. Iron track
- 4.2 Scratch/Support classes may be added into the Supplementary Regulations.
- 4.3 To constitute a class for full points scoring there must be a minimum of 4 riders for that class at the close of registration. **If any class has less than 4 riders the HALF points will be awarded, rounded up to the next whole number.**
- 4.4 Care must be taken that where tracks join, or cross, there is a controlled entry point but preferably a parallel track of minimum 20 m where riders are visible to each other before joining a common route.

#### 5. ACCEPTANCE OF RIDERS

- 5.1 The rider must be a holder of a valid FIM AFRICA license.  
All FIM licenses (which include Insurance) must be processed by the FMN via the FIM Extranet <https://extranet.fim.ch>. Or via the FIM AFRICA Website <http://www.fim-africa.com/licences>. All FIM competition license applications must be applied through the rider FMN.
- 5.2 Throughout the duration of the Enduro, the licensed competitor commits himself to respect the FIM/FIM AFRICA regulations, as well as those of the FMNR hosting the event, and to accept the penalties applicable in case of infringement of these regulations.
- 5.3 Any unfair, incorrect or fraudulent action effected by the competitor, or rider, shall be judged by the International Jury who shall decide on any penalty which may include exclusion from the race.
- 5.4 Before issuing an FIM AFRICA License valid for FIM AFRICA Championships, Prize Events or International Meetings, the FIM AFRICA or FMN must establish the identity, the nationality and/or the permanent residency of the applicant, his age, his state of health and his aptitude to participate in the meetings for which the license is requested. Furthermore, the FIM AFRICA or FMN must ensure the applicant is not suspended or disqualified by the FIM or the FMN for regulatory or disciplinary reasons. (70.2.1 of FIM Sporting Code)

## 5.5 ELIGIBILITY

Any Competitor who is Ordinarily Resident or holder of a permit allowing residency, or in the case of a minor, the parents are Ordinarily Resident, and they are the holder of the FMN's National License can represent that country at FIM AFRICA events. Residency is the main criteria allowing eligibility.

If the rider is a National of another country, not an established resident or a holder of another FMN License, they are subject to a letter of release from their national FMN, other than their FMN of Residency, which reserves the right to retain them for National duties.

## 5.6 AGE OF RIDERS

5.6.1 Riders aged minimum of **16** years for the senior class and 13 years for the junior class are eligible to participate, providing they hold a valid competition license issued by FIM AFRICA . They must have the authorization of their FMN to participate in the competition. **The event is held solely on Private Land, and will not be run on public roads.**

5.6.2 For riders over 50 years of age, provisions as per the Medical Code of FIM AFRICA Clause 2.3 and 2.4 appended in Appendix 1 below, for ease of reference, these conditions must be adhered to.

# 6. OFFICIALS

## 6.1 JURY PRESIDENT, JURY MEMBERS AND OBSERVERS

The nomination of the President and FIM Africa Jury Members will be decided by the FIM Africa Council.

6.1.2 If the appointed Jury President is prevented from arriving at the event in time, he will be replaced by the other Jury Member appointed by FIM Africa.

6.1.3 If the appointed FIM Africa Jury Member is prevented from arriving at the event in time, the Jury President may name a replacement, with first priority given to an FIM Africa Member not being from the FMNR

6.1.4 The FMNR is limited to two Jury Members, even at events in which more than one Championship class is being contested.

6.1.5 One Motorcycle Manufacturer representative per make will be admitted as observer to the Jury meetings.

6.1.6 See also Art. 40.1.1 of the FIM Sporting Code. Direction and Control of the Meetings

## 6.1.7 TERMS OF REFERENCE OF THE INTERNATIONAL JURY (Art 50.1.3 of FIM Sporting Code)

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

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

- 6.1.7.3 The International Jury must settle any dispute and impose penalties according to the provisions laid down in the Disciplinary and Arbitration Code
- 6.1.7.4 The International Jury is entitled either on its own initiative or on request of the organizer or the Race Director or Clerk of the Course, to delay the start of a meeting, to have the circuit, track or venue improved, to stop or cancel the meeting for reasons of safety or "force majeure"
- 6.1.7.5 Members of the International Jury must be in attendance from start of Official Documentation until closure of the End of the Meeting as defined in Art. 140.5 of FIM Sporting Code. All Jury Members are to confirm their ability to be in attendance for the whole of this period, on acceptance of their appointment to the International Jury.
- 6.1.7.6 In order to minimise costs [for Challenge/Regional events only], a member of the International Jury may act as Environmental official to deal with environmental aspects and who must have successfully completed a seminar organised by the FIM International Environmental Commission (hereafter CIE) or FIM AFRICA Environmental seminar. Appointment of an Environmental Steward is mandatory for all FIM AFRICA sanctioned events.
- 6.1.8 **END OF MEETING (Art 140.5)**
- 6.1.8.1 A meeting is not considered finished until the time limits for protests and appeals have elapsed and all protests and appeals have been settled.
- 6.1.8.2 If an appeal is lodged, the results cannot be considered as definitive until a final decision has been taken.
- 6.1.8.3 The riders placed first, second and third will be required to attend the official prize-giving ceremony, if any.
- 6.1.8.4 The race control must remain operative with all equipment in place until the end of the period for lodging a protest.
- 6.1.8.5 All officials and marshals must remain at the circuit and be available to the International Jury, the Race Director, COC and FIM AFRICA Stewards.
- 6.1.8.6 All Officials must observe the alcohol ban until the end of the Meeting has been declared by the International Jury.
- 6.2 **FMN DELEGATES:**  
The FMNR must be informed in writing of all appointments of FMN Delegates which may be done at the first Jury meeting.
- 6.2.1 Each FMN and the FMNR is limited to one Jury Delegate, even at events in which more than one Championship class is being contested.
- 6.2.2 The FMN Delegates must have successfully participated in a seminar organised by the FIM or FIM Africa in order to be eligible for the GSR "Sporting Steward" (FIM Africa / FIM license) and may be required to present their license in order to be admitted to Jury.
- 6.3.1 Participation in a seminar is compulsory at least once every three or four years depending on the prevailing validity in force at the time. For seminars held mid-year, the validity will be with immediate effect.
- 6.3.2 See also Art. 50.7 of the FIM Sporting Code.



#### 6.4 **CLERK OF THE COURSE:**

The Clerk of the Course shall be appointed by the FMNR with FIM Africa Council approval.

6.4.1 Participation in an initial FIM AFRICA GSR seminar is compulsory, and successfully have passed the FIM AFRICA Enduro COC exam. All FIM AFRICA Licenses must be renewed at least once every three or four years depending on the prevailing validity in force at the time. For seminars held in November and December, the validity will start as of 1st January the following year.

6.4.2 All FIM Africa / FIM licenses and holders of FIM Africa / FIM 'laissez-passer' and all others involved in an event, are subject to the authority of the Clerk of the Course and the International Jury. Actions, judged by the responsible officials not to be in accordance with specific FIM/ FIM Africa Rules, or in general, judged to be unsportsmanlike or against the best interests of the sport or the event in question, are subject to disciplinary actions as provided by the FIM Africa Sporting Code. Furthermore, a rider may be held responsible for the actions of his team members, family and friends.

6.4.3 Where applicable a Race Director appointed by FIM Africa may be utilized to oversee the running of Championship events. The Race Director will report to the Jury President.

#### 6.5 **MEETING WITH THE ORGANISERS**

A meeting will be held between the organizers and the Jury in the afternoon, on the day before the competition at a time stipulated in the Supplementary Regulations, after the circuit control in all classes. This meeting can involve the following persons: - The President of the Jury; the Clerk of the Course; the Race Director, Foreign Jury Member, the organizer and the FMNR Jury Member. It may also include the Secretary of the Meeting, the Chief Timekeeper and the Chief Scrutineer, the Paddock and the Flag Marshal responsible, the Medical Officer, representatives of the Industry and riders, etc. If the Chief Medical Officer is not present, the organizer must be able to discuss the medical installations and evacuation plan for the event.

## 7. ENTRIES

FIM competition licenses are applied for through the riders FMN ONLY.

7.1 Any person wishing to take part in the FIM AFRICA events must send to the Secretariat their entry form signed and endorsed by their FMN with start permission or a FIM AFRICA Annual License.

7.2 Up until the end of documentation, the rider shall be free to replace the motorcycle entered

7.3 A rider may only enter one machine

7.4 Entries for the event will close two weeks prior to the event. Late entries will not be permitted unless specified in the Supplementary Regulations.

7.5 The full entry fee will be refunded

- To applicants whose entry has been refused
- If the competition is not held.

7.6 Number of entries

- Any event may be cancelled if the number of entries received is less than the minimum specified by the event promoter in the Supplementary Regulations.
- In the event of entries being oversubscribed, the method used to select entries will be as specified in the Supplementary Regulations, with priority being given to riders who finished in the top six places in the previous years' championships.

## 8. IDENTIFICATION OF MACHINES

### 8.1 For motorcycles, three plates shall be affixed as follows

- They must be rectangular shape and made from a rigid and solid material with minimum measurements 285mm x 235mm
- The plates curved not more than 50mm out of a true plane must not be covered or bent
- Front number plate must be fixed to the front inclined not more than 30 degrees rearwards from the vertical.
- Side number plates must be fixed in such a manner that they are clearly visible and not masked by any part of the motorcycle or by the rider when seated.
- The figures must be clearly legible and like the background must be painted in matt colors to avoid reflection from sunlight.
- The color of backgrounds and racing numbers are free provided they are of standard configuration, size, contrast, and text.
- White with a red background on the front number plate only is reserved for the overall winner from the previous year.
- Height of figures 140mm
- Width of figures 80mm
- Width of stroke 25mm
- Space between 2 figures 15mm
- The English form for numbers must be used.
- All competitors must carry the official FIM AFRICA Logo on the front number board, fixed or printed in the top right-hand corner. The size of the logo must be **35mm by 35mm**, printed in black on a white background.

### 8.2 Reserved

### 8.3 At any time during the event, the absence or incorrect affixing of a racing panel or plate shall result, for each offence noted, in a time penalty, as stipulated in the Supplementary regulations. Before the start of each stage/**lap**, the simultaneous absence or incorrect affixing of at least two racing plates **will ban the rider from starting till corrected**

### 8.4 Identification marks may be fixed to the machines during technical control, prior to the start. The Technical stewards may check, at any time, the presence of these identification marks. The absence or falsification an identification mark shall result in exclusion of the rider from the race.

## 9. RIDING NUMBERS

### 9.1 Race numbers are free to be chosen by the riders themselves

### 9.2 In the event of competitors sharing the same racing number, but from a different FMN, the **visiting** FMN rider will have priority and the **FMNR** rider will be asked to ride with either his initials or a Prefix letter before his number.

## 10. STARTING ORDER

- 10.1 For the first event of the season, starting order may be determined by Time Trial/Prologue or at the discretion of the Clerk of the Course in the interest of safety.
- 10.2 Thereafter, unless a Time Trial is specified in the Supplementary Regulations, riders will leave according to their current championship points. New competitors will be determined by the COC.
- 10.3
- i) The first 10 (ten) riders will start one by one at one-minute intervals
  - ii) All other competitors will start at 30 second intervals. Multiple starts will be allowed.
  - iii) Starting Order will be: -
- Seniors
- FIM AFRICA Riders Gold, Silver, Bronze
  - Support Motorcycle Riders
- Juniors
- FIM AFRICA 125/150cc Riders
  - Support 125/150cc Riders
  - FIM AFRICA 85cc Riders
  - Support 85cc Riders
- 10.4 Reserved

## 11. ASSISTANCE

- 11.1 No outside assistance is permitted, and service crews are not permitted on the race route.
- 11.2 The service area must be clearly demarcated and service assistance in the designated repair and/or refuel area will be allowed.
- 11.3 Outside assistance may be given by another competitor who is actively racing but not by a competitor who has finished the event or retired from it.

## 12. INSURANCE

- 12.1 The entry fee includes the insurance premium giving the rider third party civil liabilities cover. The insurance will take effect at the start of the event and shall cease at the finish of the event or immediately after a motorcycle is abandoned or excluded from the race.
- 12.2 If the meeting is organised on a Parc Fermé (closed control) system which means that apart from the time spent on the road and the time occupied each day prior to the start, the motorcycles are in the custody of the FMNR. Therefore, the Organisers must ensure there is adequate insurance cover for the machines in Park Ferme.

### 13. ADVERTISING

- 13.1 Competitors shall be free to affix any advertising on their motorcycles provided that it
- Is authorised by the FIM AFRICA rules and laws of the countries competed in
  - Is not contrary to public decency and customs
  - Does not overlap on those area which are reserved for the racing number plates
- 13.2 The rules concerning the attachment of the required publicity by the Organiser must conform to the FIM AFRICA rules and the laws of the countries competed in. Any other advertising must be placed as per the Supplementary Regulations.
- 13.3 FIM AFRICA requires that all machines participating in the FIM AFRICA approved event display the FIM AFRICA approved logo on the top right or bottom corner of the front number board.
- The organiser shall supply the approved sticker.
  - Sponsored riders may include the logo in their sponsored sticker kits provided they are of the approved size and colours
  - The Logo shall be a minimum of 35mm x 35mm on a white background with a black border and not obscure the riding no.

### 14. CONTROL ZONES

All controls, meaning time checks, start and finish of special test, passing check points, will be indicate using means of standardized panels or control boards placed 50 – 100 meters before the zone, so they are clearly visible to the riders always. Appendix II

- 14.1 It is strictly forbidden to enter a control zone from a direction other than that specified on the itinerary of the Enduro, and to re-enter a control zone when the timecard has already been stamped at this control.
- 14.2 The riders are required, under threat of penalty, which may result in exclusion from the race, to follow instructions of the chief of the control point. The Jury will examine any cases arising from this.

- 15.1 The Parc Fermé must be enclosed and fenced in to prevent unauthorised persons from entering. Its limits must be clearly marked out and supervised by a sufficient number of officials to ensure that only authorised persons may enter or have access to the machines. It must have one clearly marked entrance and one exit which lead to the “starting area”, but no other entrances or exits. Officials in charge of the closed controls must wear a distinctive emblem recognised by all persons concerned and the riders.
- 15.2 Access to any Parc Fermé is forbidden to everyone except the Jury members, certain officials designated for duty, and riders who wish to park or take out their motorcycles. After checking in at the time check just before the Parc Fermé, **Riders can enter and exit their motorcycle from the Parc Fermé with the engine running – 1<sup>st</sup> gear zone.** While proceeding from the time check to the Parc Fermé, it is forbidden to refuel or

make any repairs on the motorcycle. Riders failing to comply with either of these requirements will be disqualified or other penalties given as provided for in the FIM Disciplinary and Arbitration.

- 15.3 In the Parc Fermé, it is forbidden for a rider, under penalty of disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code) from the meeting:
- To touch the machine of any other rider;
  - To refuel
  - To make ANY repairs
  - To touch his own machine except to push it in or out of the Parc Fermé;
  - To start the engine, except to exit under supervision of the official in charge of Parc Fermé.
- 15.4 Any rider caught smoking in a Parc Fermé will be disqualified.
- 15.5 The machines in the Parc Fermé must not be covered in any manner and must be equipped with a side-stand.
- 15.6 After parking their motorcycle in the Parc Fermé, the rider shall immediately leave the Parc Ferme, which from then on may not be entered. To leave a Parc Fermé for starting, regrouping or end of a Leg, the rider shall be authorised to enter the Parc Ferme five minutes before his departure time.

## 16. TIME CHECKS

- 16.1 Unless the Clerk of the Course decides otherwise, the time check posts will begin to operate one hour before the ideal hour of the passage of the first rider. They will cease to operate one hour after the ideal hour of the last rider, considering
- Delay from race exclusion
  - Or the maximum time authorised
  - The Clerk of the Course must advise Controllers of any other expected delays
- 16.2 Closing Time of Passage Controls will be decided considering
- The distance run since the start of the sector concerned
  - The average time of the sector
  - The individual time of the last competitor increased by 60 minutes
  - When the sweep vehicle passes confirming sector is clear
  - At the discretion of the Clerk of Course if there is no form of communication
- 16.3 Cut off time of lap will be mentioned in Supplementary Regulations
- 16.4 Time Bar shall be mentioned in Supplementary Regulations.
- 16.5 On proposal of the Clerk of the Course, the International Jury may decide to modify the time of exclusion from the race as defined in the Supplementary Regulations. The riders will be informed as soon as possible. Exclusion from the race for exceeding the maximum authorised delay cannot be announced before the end of a stage. Extension of time bar must be authorised by the Jury.

- 16.6 At the time checks, officials will record on time sheets the time of presentation, which corresponds to the precise moment when the rider presents the timecard/helmet sticker to the controller. The card/sticker will only be marked if the rider together with his machine, is in the immediate vicinity of the control table.
- 16.7 Any rider who fails to have his timecard/helmet sticker marked at a time check or intends to deceive the organisers by altering or obliterating any entry on the time card or using another rider's time card will be excluded.

## 17. STARTING AREA/PRE-RACE PADDOCK

- 17.1 A starting area is a small enclosed area where the riders await the starting signal and where the starting line is situated at one extremity.
- 17.2 Working on the motorcycle in that area is not permitted until the starting signal is given. The penalty for doing so is disqualification.
- 17.3 Any rider caught smoking in the starting area will be disqualified (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).
- 17.4 Only Jury members, FMN delegates, representatives and officials designated in the Supplementary Regulations, and the riders waiting for the start, are permitted access to the starting area. The organiser and the International Jury will decide whether representatives of the press are permitted access to the starting area and will specify the number allowed and under what conditions.
- 17.5 No other persons are allowed into the starting area.
- 17.6 No assistance may be given in the starting area. The penalty for breaking this rule is exclusion (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).
- 17.7 It is forbidden to start the engine of the motorcycle in the waiting zone of the starting area. The penalty for doing so is 1 minute. The **Clerk of the Course** may allow riders a group warm up at his/her discretion, prior to departure
- Unless a running engine start is employed, which is to be stated in the Supplementary Regulations, it is also forbidden to start the engine on the starting line before the starting signal is given. The penalty for doing so is 1 minute

## 18. ROUTE MARKING

**When laying out the route the organisers should be conscious of providing ample overtaking opportunities.**

- 18.1 The first 50m from the start and the last 50m to the finish are to be bunted / fenced off to keep spectators off the route.
- 18.2 Marshals are to be present at the start/finish to ensure good crowd control.

- 18.3 Route marking must be orange Day-Glo stickers which are of biodegradable material and must have a minimum visible area of 25 square centimeters. No other sticker colours are permitted for marking of the route.
- No route marker may be more than 1.5 meters above ground level.
  - Where the obvious road is not a continuation of the route, a green day-glo sticker[s], [preferably with a black X], marking the NO-GO route must be prominently marked.
  - Marshals may not be used to provide directions and all routes must have adequate signage for competitors.
  - The onus rests with a competitor to locate the correct route through signage.
- 18.4 Single confirmation markers – These must be placed at regular interval along the left-hand side of the route, at a maximum of 500m intervals.
- If the route is not obvious, confirmation markers must be placed within sight of one another.
- If routes run close together or in opposite directions, a marshal and/or bunting is required.
  - Markers MUST be visible to riders approaching at high speed
- 18.5 Route marking must be placed on the left-hand side of the track, except where a turn is indicated whereby the following will apply.
- Track turning to the left – two markers one above another, with a gap not exceeding 10cm, will be placed on the left-hand side of the track 100m before the left-hand turn, or a visible directional arrow may be placed. Another double marker or arrow will be placed within 10m of the turn. This must be followed by a single confirmation marker on the left-hand side of the track within sight of the intersection after the turn.
  - Track turning to the right – two markers one above another, with a gap not exceeding 10cm, will be placed on the right-hand side of the track 100m before the right-hand turn, or a visible directional arrow may be placed. Another double marker or arrow will be placed within 10m of the turn on the right-hand side. This must be followed by a single confirmation marker on the left-hand side of the track within sight of the intersection after the turn.
  - Track doubling back/a sharp U-turn – 4 markers, one above the other, as above is required, i.e. on left if U-turn is too left and right if to the right. In addition to above a set of markers must be place on the turn itself i.e. there should be four markers on the turn. These may be placed on a fence pole at the turn to indicate a 180-degree corner. This must be followed by a single confirmation marker on the left-hand side of the track within sight of the intersection after the turn.
- 18.6 Danger boards should only be used where extreme change in terrain takes place without warning. Danger boards should be a minimum size of 30 cm wide x 50 cm high with an exclamation mark and should be erected approximately 100m **and** 10m before the hazard. The actual hazard must have a Christmas tree using Day-Glo stickers **and/or** Danger Tape on either side of the hazard (at least 6 to prevent confusion, on either side).

- 18.7 Where the route comes to a T-Junction at which there is barbed wire or game fencing this fencing should be clearly marked with barrier tape, wrapped in an arrow shape, indicating the direction of the turn. On sections where there is any possibility that dust may obscure these marking, such T-Junction must be treated as a danger section and marked with danger boards as above.
- 18.8 Where the terrain does not allow for the above type of marking (e.g. rocky, mountainous terrain devoid of vegetation) the route may be marked with painted "Day-Glo" directional arrows and non-directional "Day-Glo" paint spots on to fixed objects with a minimum size of 100x100mm. Only biodegradable or water-based paints, and in the respective Day-Glo colour are allowed.
- 18.9 Marking to be checked by an experienced "fast" rider, preferably one who has not previously ridden the route. This is to ensure markers are visible and correctly placed to ensure safety always.
- 18.10 Alternatively, a GPS route may be offered as the primary navigation aid. A minimum of one GPS unit must be carried for navigation. For these types of events, route marking will be kept to a bare minimum and only major junctions and deviations from the obvious track will be marked. Organizers are only able to upload the route to GARMIN GPS units. The track log will be uploaded by officials during documentation. Competitors must present their GPS units cleared of all track logs and waypoints.

At the finish, GPS units must be handed in to Race Control for verification of route compliance. Failure to do so will result in disqualification. GPS tracking will be the only method of route compliance and verification. Failure to prove route verification via GPS tracking will result in disqualification. **The onus is on the riders to ensure their GPS is in good working condition. GPS failure is rider's responsibility and it is his responsibility to prove route compliance to the organisers.**

- 18.11 **The Type of route marking be it markers or GPS must be indicated in the event SR's.**

## 19. CONTROLS

- 19.1 The Documentation and Technical Controls made before starting shall be of a very general nature: checking of licences and driving licenses, the make and model of the motorcycle, apparent compliance of the motorcycle with the series in which it has been entered, compliance of safety equipment and general compliance of the machine.
- 19.2 At any time during the event, supplementary checks may be performed either in respect of the rider or the machine. The competitor is responsible at any time of the event for the technical conformity of his machine.
- 19.3 After the finish, the first three (3) bikes, in each class/category, must be placed in Parc Ferme.
- 19.4 Without it being an obligation, a complete and detailed check involving the dismantling of the machine of riders ranking in the first three places of the general classification and of each category, as well as of any other rider, may be carried out at the discretion of the International Jury, either acting on their own initiative or following a complaint, or on the advice of the Clerk of the Course.



## 20. MEDICAL SUPPORT

The minimum requirements will be

- 20.1 Privacy tent with one or two beds with washbasins and a facility to dispose of medical waste. Adequate water is to be available. The medical tent is to be situated at Race Control for the duration of the event.
- 20.2 There must be an adequate number of qualified/registered medical paramedics, under the supervision of a Chief Medical Officer who must be a FIM Africa License Holder.
- 20.3 Paramedics must be qualified to recognise a condition and treat immediately. i.e. Air maintenance and to stop bleeding.
- 20.4 Suitable 4-wheel drive vehicles to be placed along the route, which can transport an injured rider, on the circuit, back to the outlying Marshal point, where an Ambulance may be utilized to transport the injured rider to the Race Control and Medical Centre.
- 20.5 One ambulance to be stationed at race headquarters for the duration of the event in order that once an injured rider has been stabilized he is then transported to the nearest hospital for treatment if necessary. A second Ambulance must be stationed at the furthest practical, road accessed point, of the circuit, ready for evacuation.
- 20.6 The nearest hospital must be advised, prior to the event taking place, in order to ensure that they can prepare the required qualified medical personnel are on duty and remain on standby for the duration of the event.
- 20.7 If a helicopter can be arranged to be on standby in the case of serious injury, so much the better.
- 20.8 Paramedics must be placed at strategic points around the course, along with the course Marshals and at Control/passage controls. Radio communication links (mobile phones are to be used as a last resort) between marshals and medical points are compulsory.
- 20.9 GPS co-ordinates and information of nearest airfields to be added to the Supplementary Regulations. Also, to be added are the details of nearest hospitals and medical personnel.

## 21. PROTESTS AND APPEALS

- 21.1 During a meeting, ALL protests must be submitted in writing and signed only by the competitor directly concerned.
  - Each protest must refer to a single subject only and must be presented within 30 minutes at the latest of the publication of the results, unless otherwise provided in the Appendices of the Sporting Code.
  - Any protest shall be presented in accordance with the requirements of the FIM AFRICA Sporting Code [Protests and Appeals].
  - Protests must be submitted according to the provisions of the Supplementary Regulations to The Clerk of the Course, the Secretary, or a Jury member.
  - It shall be submitted in writing and handed to the Clerk of the Course accompanied by the protest fee applicable.
  - The protest fee will not be returned if the complaint is rejected.
  - The losing party is liable for all costs in any protest should the protestor's protest be upheld.

- 21.2 Protest Fee [as per FIM Africa Schedule of FEES].  
 Protest entailing dismantling a machine – additional US\$ 150.00  
 Protest entailing fuel control US\$ 500.00
- 21.3 The deposit for dismantling a machine will be USD150.00. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine. Should the Jury request proof of technical compliance there will be no fee payable.
- 21.4 Riders may appeal against the verdicts, in accordance with the provisions of the FIM Disciplinary and Arbitration Code. (Art 4.5) providing the time limit of 5 days for filing a notice of appeal is met.

## 22. CLASSIFICATION AND POINT SCORING

- 22.1 Penalties shall be expressed in hours, minutes and seconds. The Final classification will be obtained by adding the times achieved in the selective sectors and the penalties (incurred during the linking sectors and other penalties expressed in time).
- 22.2 The rider who obtains the lowest total will be proclaimed the winner of the general classification; the next will be second and so on. The classifications by classes and series will be determined in the same manner.
- 22.3 The official provisional results of the event will be posted on the official notice board not later than one hour after the arrival of the last machine.
- 22.4 The deadline for protest will be 30 minutes beginning at the time when the above provisional results are posted. Thereafter these results become final.

### 22.5 Championship/Event Points

Points are awarded to riders/official finishers of each event, in all classes according to the following scale:

<b>25 points – 1<sup>st</sup></b>	<b>15 points – 6<sup>th</sup></b>	<b>10 points – 11<sup>th</sup></b>	<b>5 points – 16<sup>th</sup></b>
<b>22 points – 2<sup>nd</sup></b>	<b>14 points – 7<sup>th</sup></b>	<b>9 points – 12<sup>th</sup></b>	<b>4 points – 17<sup>th</sup></b>
<b>20 points – 3<sup>rd</sup></b>	<b>13 points – 8<sup>th</sup></b>	<b>8 points – 13<sup>th</sup></b>	<b>3 points – 18<sup>th</sup></b>
<b>18 points – 4<sup>th</sup></b>	<b>12 points – 9<sup>th</sup></b>	<b>7 points – 14<sup>th</sup></b>	<b>2 points – 19<sup>th</sup></b>
<b>16 points – 5<sup>th</sup></b>	<b>11 points – 10<sup>th</sup></b>	<b>6 points – 15<sup>th</sup></b>	<b>1 point to the rest</b>

### 22.6 Champions Awards Ceremony- THIS IS ONLY APPLICABLE IF A CHAMPIONSHIP IS IN PLACE FOR THE CONU.

The Champions Awards Ceremony or Prize Giving, is the responsibility of the organizer. It may be held at the race venue or a suitable venue as soon as practically possible after the results have been finalized. **The exact schedule and venue must be stated in the Supplementary Regulations.**

- If a rider is absent from any prize giving ceremony without the prior approval of the Clerk of the Course, they will be given a fine of USD 200 or FMNR equivalent currency

## 23. TIMEKEEPING

It is noted that a telemetry timing system is one that is highly recommended and reliable of producing the required results and has been in use in the region.

- 23.1 A timekeeping system, capable of accurately recording hours, minutes and seconds must be used. Riders must accept the type of Timekeeping system approved by the FIM AFRICA Jury.
- 23.2 Timekeeping shall be under the responsibility of the Clerk of the Course.
- 23.3 A telemetry-based system is highly recommended; however, a manual backup system is compulsory.

## 24. TECHNICAL CONTROL

- 24.1 At the preliminary examination (details of which will be added to the Supplementary Regulations), the following intrinsic parts will be marked as described below:
  - Frame – Main section
  - Crankcase
  - Exhaust Silencer plus one spare
- 24.2 The parts so marked must be used throughout the entire event. Marking is restricted to these parts only.
- 24.3 The substitution of the original marked components is forbidden.
- 24.4 Examination of machines during the event. The Technical Stewards may check, at any time, the presence of these identification marks
- 24.5 At the end of the event all marked parts will be checked. Any marked part missing or altered on the machine will result in exclusion.
- 24.6 Each machine shall be in a complete condition to the satisfaction of the Technical Steward throughout the event.
  - **The Event COC or the technical officials may disqualify at any time during the event, a motorcycle, where the construction or condition of which is considered to be or may become a source of danger.**
- 24.7 Sound Test: All machines will be subject to Sound Tests using the FIM **“2m Max Method”** and must not exceed a maximum noise level of **114db before/during and 115db after a race. Ref: FIM Sound Regulations 2022 Art E Point 3.**

### 24.8 GENERAL CONDITIONS APPLICABLE TO ALL MOTORCYCLES

#### All Motorcycles must:

- a) Be fitted with ball-ended clutch and brake levers unless fitted with a suitable wrap-around protector,
- b) Be fitted with brakes operating on front and rear wheels.
- c) Be fitted with a self-closing throttle.
- d) Be fitted with adequate mudguards. e) Not have any fuel leaks.

- f) Not discharge exhaust gasses so as to raise dust or in any way inconvenience another motorcycle.
- g) Be fitted with folding foot pegs (motorcycles only)
- h) Those machines not fitted with steering dampers and/or GPS fittings are recommended in the interests of safety, to fit a bar pad constructed of foam or sponge on the handlebars.

## 25. PROTECTIVE WEAR

### HELMET OPERATIVE INSTRUCTIONS

- 25.1 Scrutineers, under the supervision of the Chief Technical Steward, may check prior to practice and the races that the riders helmets, boots meet the technical requirements and are in acceptable conditions.
- 25.2 Riders Helmets must comply with the following checks [FIM Technical Rules Art.01.69]:
  - If a helmet does not meet the technical requirements or is found to be defective, the Technical Steward must remove all approval marks and retain the helmet until the end of the event. The rider must submit another helmet for approval by the Technical Steward.
  - After an accident involving impact, the helmet must be presented to the Technical Steward for examination.
  - All helmets must be intact, and no alteration must have been made to their construction.
- 25.3 That the helmet fits well on the rider's head. That it is not possible to slip the retention system over the chin, when fully fastened. That it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.
- 25.4 RECOGNISED HELMET APPROVAL MARKS Helmets must conform to one of the recognised international standards: EUROPE ECE 22-05 (only "P" type) JAPAN JIS T 8133:2007 (valid until 31.12.2019) JIS T 8133:2015 (only "Type 2 Full face") USA SNELL M 2010 (valid until 31.12.2019) SNELL M 2015 Examples of labels are reported below (for Europe, the country numbers which have granted the approval are also indicated):

## 26. FUEL

Fuel usage shall be as permitted by FIM Technical Rules.

### GASOLINE AND LUBRICANT

All vehicles must be fueled with • unleaded gasoline (from public pump station) OR • a mixture of unleaded gasolines OR • a mixture of unleaded gasoline(s) and lubricant in the case of 2-stroke engines.

## 27. ANTI-DOPING CODE

FIM AFRICA subscribes to the provisions of the World Anti-Doping Authority (WADA) and as such all competitors are bound by WADA rules and regulations, in respect of performance enhancing and use of banned substances during FIM AFRICA/FIM AFRICA events.

Random drug testing may be demanded from time to time as directed by WADA and all competitors must comply if so requested.

**Confirm medication use at** <http://www.drugfreesport.org.za/online-medication-check/>.

## 28. ENVIRONMENTAL CODE

At each event there shall be a licensed Environmental Steward who shall only deal with environmental aspects and who must have successfully completed a seminar organised by the FIM International Environmental Commission (hereafter CIE) or FIM AFRICA seminar. Appointment of an Environmental Steward is mandatory for all FIM AFRICA sanctioned events. See Article 6.1.7.6. whereby a Jury member may act as Environmental Steward providing they are licensed.

- 28.1 The Environmental Steward shall ensure that the FIM/FIM AFRICA Environmental Code is respected.
- 28.2 Have access to all information concerning the event and must be able to give prior, during and after the event, recommendations to the President of the Jury or Chief Steward on all aspects which may have potential environmental consequences.
- 28.3 The Organisers shall be responsible for: -
  - Distribution of trash bags to each rider or sufficient containers at each venue.
  - Provide a collection point for the waste at the entrance/exit to the Designated Service Points, refueling stations and any DSP on race route, whether assistance allowed or not
  - Provide Oil collectors at these points
  - These collection points must be clearly marked
  - Cleaning/clearing these collection points and for giving the area back as clean as they were received
  - If a refueling point is not at the Main DSP, the organiser must protect the ground in the refueling zone
- 28.4 The Environmental Steward shall be responsible for: -
  - Noise Pollution as per Article 4 of the Environmental Code.
  - The 2mt Max Method will be used
  - For 2022, Maximum Noise level will be 114/115dB for all events ( Ref: FIM Sound regulations 2022 Art:E Pt 3)
  - Fuel usage as per Article 5 of the Environmental Code
  - Protection of Ground as per Article 6 of the Environmental Code
  - a) Prevent leakage into the ground of fuel and oils and fluids
  - b) Ensure all competitors are using environmental mats - compulsory
  - c) Sufficient containers to recover rubbish and fluid

## 28.5 Competitors are responsible for: -

- The waste generated by their team during the event
- Where organisers provide containers for waste they must be used as directed
- Waste must be retained by the team until the approved facilities provided by organizers can be used
- Where refueling or servicing is undertaking at events, riders must provide and use an approved environment mat to protect the ground.
- A working Fire Extinguisher of minimum 9 kg must be present in the competitor's pit area
- Fire Extinguishers will be a minimum of 3 meters from any fuel and visible
- Fire extinguishers will have a valid Inspection Certificate affixed not older than 6 months

Any infringement by the participant or rider (who is responsible for his team) of the FIM AFRICA Environmental Code may result in a fine up to USD300.00, disqualification from the event or suspension or a combination of the penalties and may further result in the rider being liable for any costs of rectification.

28.6 **TEAR OFFS**

- The use of "Plastic Tear Offs" is forbidden for Environmental reasons. REF:FIM ENDURO TECHNICAL RULES ART:65.04

## 29. TIME PENALTIES GENERAL

• Missing one route check control	60 minutes
• Missing two route check controls	180 minutes
• Refueling or servicing outside of designated area	30 minutes
• Lateness of departure will be penalized at the rate of one minute for each minute of lateness.	Varies
• Over 30 minutes of lateness	60 minutes
• Racing in refuel/service area	STOP/GO Penalty of 2 minutes
• Failure to dismount when refueling	15 minutes
• Towing another competitor	No time back
• Being one hour late at start	Discretion of C of C
• Riding outside of marked route	30 minutes
• Unfair, incorrect fraudulent action by rider	Discretion of Jury

## 29. FAILURE TO ADHERE TO PARCE FERME RULES

• Touch the machine of any other rider	15 minutes
• Touch his own machine other than push in/out parc ferme	15 minutes
• Start the engine <b>without permission of an official</b>	15 minutes
• Smoking in the starting area	15 minutes
• Outside Assistance in the starting area	15 minutes
• Starting the machine in the waiting zone of start area	1 minute
• Starting engine before starting signal is given	1 minute
• Failure to observe Environmental Code	Penalty to be decided by Jury

### 30. EXCLUSION PENALTIES GENERAL

The Jury will examine all cases which could result in exclusion.

• Arriving after the Final Time Bar	Exclusion from results
• Incorrect affixing or absence of two racing number plates	Exclusion
• Absence or falsification of identification marks	Exclusion
• Failure to follow instructions of an official	Exclusion
• Smoking in Parc Ferme	Exclusion
• Loss of time card/helmet sticker/GPS Router	Exclusion
• Altering or obliterating a time card/helmet sticker/GPS Router	Exclusion
• Working on a machine in starting area prior to start signal	Exclusion
• Receiving parts outside of the repair/refuel area	Exclusion
• Not stopping at road crossings	Exclusion
• Carrying fuel	Exclusion
• Deliberately blocking the passage of other competitors	Exclusion
• Working on the machine in Parc Ferme	Exclusion
• Not switching off the engine during refueling	Exclusion
• Carrying out any welding work in refuel/pit area	Exclusion
• Practicing on the course less than 30 days prior to event	Exclusion
• Riding against the race route or in the wrong direction	Exclusion
• Engine capacity not matching what is on entry form	Exclusion

### 31. SIGHTING LAP

No sighting lap will be catered for.

### 32. CODE OF CONDUCT

[http://www.fim-live.com/en/library/download/73867/no\\_cache/1/](http://www.fim-live.com/en/library/download/73867/no_cache/1/)

[Pay attention to the personal commitment].

#### GENERAL BEHAVIOUR

Riders/Officials are expected to behave in an honest, ethical, respectable and sportsman like manner. Abusive behaviour, threats and foul language will not be tolerated, whether race official or competitor.

### 33. CAMERAS AND RECORDING DEVICES

No camera or recording device may be fitted to the crash helmet or anywhere on the body of any competitor.

Offenders shall not be permitted to take part in the event until such time as the non-compliance is rectified.

## APPENDIX I

<https://www.fim-africa.com/FIM%20AFRICA%20Medical%20Code.pdf>

### MEDICAL PROTOCOL

All competitors are reminded that any instance where a rider has experienced an apparent injury or is demonstrating signs of physical distress, the rider may be instructed by the COC, Assistant COC and the Race Director, to present themselves to the Chief Medical Officer for medical evaluation. The CMO has the sole authority to determine if the rider is cleared to continue to compete.

#### Age of Riders - **Medical Code of FIM AFRICA Clause 2.3 and 2.4**

- 2.3 Applicants aged over 50 years must attach a certificate of medical fitness, including a normal exercise tolerance ECG, to their license application.
- 2.4 It is proposed that no competitor should be penalised because of age and therefore, a competitor over the age of 50 years desirous of competing in any motorcycle event is required to present a medical certificate which includes:
  - That the competitor has no neurological defect affecting the brain or the peripheral nervous system.
  - That the competitor has full control and power in all limbs and is capable of controlling a motorcycle of the chosen discipline.
  - That the competitor has no significant defect of hearing.
  - That the competitor has full vision in both eyes, which may be corrected by corrective lenses or lens implants.
  - That the competitor has no evidence of cardiovascular disease as confirmed by a 12-lead exercise tolerance ECG.

That all medication the competitor is taking is itemised and the diagnosis, for which the medicine is taken, is declared. Medical Code of FIM Africa can be obtained from <http://www.fim-africa.com/medical> .



## APPENDIX II

Control Zone/Checkpoint Notification Signs – these vary according the particular sporting code and will be issued in the Standing Supplementary Regulations and Supplementary regulations pertaining to the event. Below is an example from FIM Cross Country Rallies and Bajas.

