



FIM AFRICA

MOTOCROSS

RULES and REGULATIONS

**Covering Country Team Continental Championship events,
as well as International events held under the auspice of
FIM Africa. Main Governing Rules.**

2018

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1 TITLE AND GENERAL

For all provisions not included in these Statutes, or in the by-laws of FIM Africa, the text of the applicable FIM rules shall be taken into consideration.

- 1.1 Each year, FIM Africa may host an African Motocross Championship for Teams. Individual riders will be permitted to participate in classes where the maximum number of riders is less than 40.
- 1.2 These events are organized according to the rules of the FIM Sporting Code, Chapter 30: - "FIM Championship's and Prize Events."
- 1.3 The results and all reports pertaining to the event must be sent to the FIM Africa secretariat within 5 days.
- 1.4 The MXOAN event will generally be held during the month of July or August, as FIM Africa events:- The event will comprise of classes: MX50 / MX65 / MXLites / MX125 / MX2 / MX1 / WMX and VMX.
- 1.5 Each country will be allowed to register up to 5 riders in each class for the Championship, duly designated as official riders in the Championship by their Federation. In cases where more than 8 Countries participate, Countries will be required to enter less than 5 riders as official riders to ensure each Country is represented equally. Any extra positions may be taken up by Individual riders.
- 1.6 All riders eligible to compete will feature in the individual results.
- 1.7 Whilst only one National Licence may be held at any one point in time, a competitor who holds a specific FMN licence is eligible to actively compete and accrue points in any other FMN's championship within FIM Africa. Respective FMN's retain the right to determine whether international riders will be listed in the end of season points standings.

Competitors to have clearance from their FMN, which may not unreasonably be withheld, to compete in another FMN's events. One clearance may be issued for the whole calendar year. (should a riders eligibility change during the calendar year, the FMN is to advise this in writing to the parties concerned)

Other than the MXOAN, riders can race in more than one class, provided age eligible.

- 1.8 The SAC events will follow the number of heats of the host country, all heats to count. The host country's points scoring system will apply to each SAC event.

2 RIDERS

2.1 Licences:

Participation at these meetings is restricted to the holder of a valid FIM licence. Riders must produce either a Passport or Permit of Residence as proof that they are eligible to compete for their country, with the approval of their FMN. All licences are to be processed by the relevant FMN's via the FIM Extranet, licences will not be processed by the FIM Africa Secretariat.

2.2 Riding Numbers:

These numbers will be allocated to riders as follows:-

Numbers 1 – 5 per class will be as per the previous year's championship results. Thereafter, country numbers for team members, per class:-

<u>Numbers</u>	<u>Country</u>
6 – 10	Zimbabwe
11 – 15	South Africa
16 – 20	Kenya
21 – 25	Morocco
26 – 30	Uganda
31 – 35	Botswana
36 – 40	Namibia
41 – 45	Zambia

46 – 50	Madagascar
51 – 55	Swaziland
56 – 60	Algeria
61 – 65	Egypt
66 – 70	Libya
71 – 75	Mauritania
76 – 80	Tunisia
101--	Individual numbers

Individual numbers will be allocated in the order of entries received, provided there are race slots available. The Jury may review the number of individual entries per class if necessary.

It is compulsory for all riders to wear a dorsal number. This number must conform to Art 01.76 of the FIM Motocross Technical Rules.

2.3 ADVERTISING

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.

- 2.3.1 The organiser shall supply the approved sticker.
- 2.3.2 Sponsored riders may include the logo in their sponsored sticker kits provided they are of the approved size and colours.
- 2.3.3 The Logo shall be a minimum of 35mm x 35mm on a white background with a black border and not obscure the riding number.

2.4 Riding Colours:

All team riders may wear race shirts in the colours of the respective Nations. Each Country is responsible for their own shirts / bibs etc.

<u>Country</u>	<u>Riding Colour</u>
Zimbabwe	Royal or Cyan Blue
South Africa	Green
Kenya	Black
Morocco	Red
Uganda	Light Purple
Namibia	Yellow
Zambia	Orange
Botswana	Light Blue
Swaziland	Light Green – Temporary
Madagascar	Dark Grey
Tunisia	TBA
Algeria	TBA
Egypt	TBA
Libya	TBA
Mauritania	TBA

3 MOTORCYCLES AND CLASSES:

3.1 Motorcycles

The races are open to motorcycles as defined in Appendix A. –FIM Africa Motocross Technical Rules.

3.2 Classes

The recognised classes for the FIM Africa African Motocross Championship are as follows:-

Junior Classes:

MX50cc: Riders aged 5 to 9 years
MX65cc: Riders aged 7 to 12 years

Senior Classes:

MX125 Riders aged 13 to 17 years
MX2: Riders aged 16 years & over

MX Lites: Riders aged 10 to 14 year

MX1: Riders aged 17 years & over

WMX: Riders aged 10 years and above permitted on 85cc 2-stroke/150cc 4-stroke. Riders aged 13 years and above permitted on 125cc 2-stroke motorcycles. Riders aged 16 years and above may also compete on a 250cc 4-stroke/150cc 2-stroke motorcycle. Therefore, the Ladies Class will race as a combined age/capacity class, as one class. The Jury will decide if there are sufficient entries to divide the Class into a Lites and an Open class. Furthermore in the interest of promoting WMX, the jury has the right to alter the minimum number of starters required to constitute the class.

Should there be insufficient entries to form a WMX Class, the Ladies can join the respective capacity classes, and there will be no WMX Class. However, a Ladies Trophy will be awarded based on performance and the Jury's decision.

WMX: A combined Junior Ladies Challenge Cup, comprising of 1st 2nd and 3rd places will be instituted for 50cc and 65cc lady riders, whose performance emanating from the respective regular 50cc and 65cc classes will be used to determine their standing for the Junior Ladies Challenge Cup. The Jury on the day at the MXOAN's decision on the above will be final and binding.

As soon as the entries close, the FMNs will be notified about the numbers in this class.

VMX: There will be 2 classes racing together. Veterans: Riders aged 35 to 49. Masters Riders aged 50 onwards, on any capacity motorcycle. Masters must produce a medical report with ECG no older than 6 months which states that it clears them to race. Vets and Masters will race as one class. If there are insufficient minimum entries to form both classes, then, 2 Bonus points will be allocated to the Master Riders.

These start line points will be added to the overall points scored for each heat. In the interest of promoting these classes, the Jury has the right to alter the minimum number of starters required to constitute a class.

Class requirements.

A minimum of 8 riders will constitute a class with the exception of WMX which is 6. Riders may only participate in one class.

Definition of Ages:

The minimum age begins on the 1st of January of the year the respective age is attained and the maximum age is as of the end of the calendar year during which the rider attains the maximum age, eg MX 50cc class – the rider is eligible to start riding on the 1st of January of the year of his/her 5th birthday and can compete in the class until the end of the year of their 9th birthday.

3.3 Additional Races:

Reserved

4 COURSE:

4.1 Course Specifications:

- 4.1.1 a) The 50cc course length should be between 0,6 and 1,2 km and be suitable for the class. Where a separate track is not available this may be a suitably demarcated portion of the main track.
- b) The 65cc course length should be between 0,8 and 1,2 km and be suitable for the class. Where a separate track is not available this may be a suitably demarcated portion of the main track. Some main tracks/circuits may be suitable to have the 65cc class run on the full length of the main track, this may be determined at the pre event track inspection, indicated in the SR's and should circumstances change the jury for the event may decide to run the class on a 1,2km or shorter section which option must be fully provided for by the event organisers as an readily available option on the days of racing.
- c) The direction of the course must be clearly indicated to the riders. A course will not be approved if it crosses water or mud of too great a depth, or if it is excessively rocky, or if it includes a straight where dangerously high speeds can be attained.
- d) The start gate will be so positioned that it allows all riders an equal chance. (Minimum 40 start gates)
- e) The length of the start straight should not be less than 50 m and should not exceed 100m (distance from the starting gate to where the straight turns into the first bend). There must be no jump in the straight from the start and the starting area is to be level.
- f) The width of the first corner following the start will not be less than a minimum 12 meters but ideally 15 meters, and the turn will not exceed 90 degrees to the left or right. (Ideally a left hand turn is preferred for the first corner.) After the first corner the next 50 meters of track must be a minimum of 8 meters wide.
- g) All jumps must be suitable for the classes using them and no multiple jumps (double, triple etc.) will be allowed.
- h) "Washboards" are permitted. The maximum height for MX 50cc & MX 65cc classes shall be defined as a number of consecutive semi-circular hillocks above the ground, no more than 0,3m high and approximately 1,5m between crests – with no restriction to the length of a "washboard" section. They must be placed after a turn, allowing an approach at slow speed.
- i) Dust must not create a hazard to riders and sufficient watering facilities must be available. Watering is to be conducted at the discretion of the COC. Take offs and landings of jumps must not be watered during any heat. Should watering be unavoidable, the riders must be informed on the start line and the COC must ensure that the safety of the riders has not been compromised by inspecting the affected jumps prior to the start of the following heat.
- j) Barbed wire, metal fences, wires, poles, trees or hoarding and similar obstacles less than 3m from the edge of the circuit must be padded and made safe. Ideally 5 meters from the edge is to be strived for wherever possible.
- k) 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. The outer limits of the track are to be clearly marked.

- l) Jumps must have safe landing areas free of obstacles and must be designed to safely accommodate 3 motorcycles riding abreast across the jump. The landing area is to be wider by 1m each side than the take-off. Minimum 6 metres take-off and 8 metres landing.
- m) The outer limits of the circuit are to be clearly marked with tape not higher than 500mm above the ground. Course markers must be made of wood (easy to break) or flexible material and have a maximum diameter / width of 25mm, and pointing away from direction of travel. Tyres may be permitted if left lying flat on the ground, not more than 2 high. Only car or bike tyres may be used. No Commercial or SUV vehicle or truck tyres are permitted.
- n) Spectators are to be kept away from the edge of the course by creating a 1m wide neutral zone with material such as tape, rope or barriers, which will not pose a danger to either riders or spectators. Option:- a tyre barrier for spectators must be placed a minimum of 3m from the circuit.
- o) The minimum width of the course must be 6m of usable space. A distance of 3m must be allowed between opposing sections of the course, or where this is not possible due to the terrain or nature of the course, a physical barrier shall be erected comprising of either straw bales, hessian bags filled with sawdust shavings, tire barrier.
- p) The free vertical space between the track and any obstacle above the ground must be 3m minimum.

4.1.2

Senior:

See FIM Standards for Motocross Circuits (SMCC). Length of FIM Africa African Motocross Championship course should be 1.2 km minimum and 1.8 km maximum.

- a) "Washboards" are permitted. The maximum height for MX Lites, MX2, WMX, VMX and MX1 classes shall be defined as a number of consecutive semi-circular hillocks above the ground, no more than 0,5m high and approximately 2,5m between crests and with no restriction to the length of a "washboard" section. They must be placed after a turn, allowing an approach at slow speed.

4.2 Safety

See FIM Standards for Motocross Circuits (SMCC)

4.3 Inspection

See FIM Standards for Motocross Circuits (SMCC) (consult new Book)

4.4 Control

See FIM Standards for Motocross Circuits (SMCC)

5 OFFICIALS:

5.1 Jury President, Jury Members and Observers:

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

- 5.1.1 The Foreign Jury Member will be appointed by FIM Africa.
- 5.1.2 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.
- 5.1.3 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
- 5.1.4 The FMNR is limited to two Jury Members, even at events in which more than one Championship class is being contested.

- 5.1.5 One Motorcycle Manufacturer representative per make will be admitted as observer to the Jury meetings.
- 5.1.6 See also Art. 40.1.1 of the FIM Sporting Code.
- 5.1.7 **Terms of Reference of the Foreign Jury** (Art 50.1.3 of FIM Sporting Code)
- 5.1.7.1 The Foreign 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.
- 5.1.7.2 The Foreign Jury is the only tribunal of the meeting competent to adjudicate upon any protest that may arise during a meeting.
- 5.1.7.3 The Foreign Jury must settle any dispute and impose penalties according to the provisions laid down in the Disciplinary and Arbitration Code.
- 5.1.7.4 The Foreign 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"
- 5.1.7.5 Members of the Foreign Jury shall be in attendance from start of Official Documentation until closure of the End of the Meeting as defined in art. 140.5. 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 Foreign Jury.
- 5.1.8 **End Of Meeting** (Art 140.5)
- 5.1.8.1 A meeting is not considered finished until the time limits for protests and appeals have elapsed and all protests and appeals have been settled.
- 5.1.8.2 If an appeal is lodged, the results cannot be considered as definitive until a final decision has been taken.
- 5.1.8.3 The riders placed first, second and third will be required to attend the official prize-giving ceremony, if any.
- 5.1.8.4 The race control must remain operative with all equipment in place until the end of the period for lodging a protest.
- 5.1.8.5 All officials and marshals must remain at the circuit and be available to the Foreign Jury, the Race Director, COC and FIM AFRICA Stewards.
- 5.1.9 All Officials must observe the alcohol ban until the end of the Meeting has been declared by the Foreign Jury.

5.2 FMN Delegates:

The FMNR must be informed in writing of all appointments of FMN Delegates which may be done at the first Jury meeting.

- 5.2.1 Each FMN and the FMNR is limited to one Jury Delegate, even at events in which more than one Championship class is being contested.
- 5.2.2 The FMN Delegates must have successfully participated in a seminar organised by the FIM or FIM Africa in order to be eligible for the "Sporting Steward" (FIM Africa / FIM licence) and may be required to present their licence in order to be admitted to Jury Meetings.
- 5.2.3 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.

5.2.4 See also Art. 50.7 of the FIM Sporting Code.

5.3 Clerk of the Course:

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

5.3.1 Participation in an initial seminar is compulsory. Licences 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.

5.3.2 All FIM Africa / FIM licences 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 Foreign 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 Arbitration and Disciplinary Code. Furthermore, a rider may be held responsible for the actions of his team members, family and friends.

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

6 MEETING WITH THE ORGANISERS AND THE JURY:

A meeting will be held between the organisers and the Jury on Friday afternoon 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, the organiser and the FMNR. 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 organiser must be able to discuss the medical installations and evacuation plan for the event.

7 FIM AFRICA IDENTIFICATION PASS HOLDERS:

All the Identification Passes of the Manufacturers, Accessory Manufacturers or Sponsor's Licences are valid for the personal use of company employees or those persons authorised by the latter giving the right of access in areas reserved to the public as well as to the rider's paddock, excluding the waiting zone, the repair and signalling area and the circuit. The Identification Passes must permit their holders to accomplish their professional obligations in an efficient manner in the paddock.

8 RIDERS SUPPORT:

Reserved

9 SUPPLEMENTARY REGULATIONS:

The Supplementary Regulations must conform to the official FIM Africa Supplementary Regulations Form.

9.1 Acceptance of Entries:

- 9.1.1 Each country will be allowed to register up to 5 riders in each class for the Championship, designated as official riders in the championship by their Federation unless more than 8 Countries participate in which case each Country may be required to enter fewer riders to ensure an equal number of riders per Country. Any additional places may be taken up by individual riders. Individual riders may include international guest riders with a view to enhancing the event, the final decision on international guest riders rests with the respective VP of north/south depending on the location of the event
- 9.1.2 Countries are allowed to enter more than 5 riders in each class, but on the understanding that any rider not entered as a Team rider would be an Individual rider.
- 9.1.3 A bike that is presented at scrutineering as a spare bike for various nominated riders may be used in the applicable capacity classes, by another rider if so approved by the Jury.
- 9.1.4 Entries to an FIM Africa Motocross Championship event, will be accepted for riders who are:-
- 9.1.4.1 In possession of the appropriate FIM licence.
- 9.1.4.2 Authorised by their FMN to participate.
- 9.1.4.3 Late Entry:- where in the opinion of the FMNR acceptance of late entries will enhance the event. Late entries to be accepted up to the closing of documentation at the event, on the proviso that the entry will not be accepted in any class where the maximum of 40 has been reached already. Late entry penalties will apply. Entries must be submitted to the FMNR 4 weeks prior to the Event

9.2 Non-participation in a meeting:

Riders who have entered an FIM Africa African Motocross Championship and who subsequently cannot take part, are subject to the provision of the FIM Sporting Code, Art. 120.5. The FMN(s) of any rider(s) who do not inform the organisers of their inability to attend, or who do not provide an acceptable reason, will be fined US\$50. 00 by FIM Africa

9.3 Starting Field:

A maximum of 40 riders in each class will be allowed to participate in the event.

Official riders designated by their FMN automatically qualify. If less than 40 riders enter for a race, all riders will be allowed to start, including individual entries. Should individual entries exceed the number of start slots available, these non team members will be selected based on the final timed practice times. Two reserve riders per class will also be identified, they will be allowed to start a heat should any of the other riders fall out for what ever reason.

10 PRACTICE:

(Timetables for Start Practice, Free practice, Qualifying etc. will be detailed in the Supplementary Regulations.)

For practice, the riders are allowed to use only motorcycles (maximum 2 of the same class) presented at scrutineering.

- 10.1 Each rider must present at scrutineering one motorcycle under his name and number. As for the second motorcycle, there are two possibilities:-
- 10.1.1 A rider can present a second motorcycle to scrutineering, under his name and number.

- 10.1.2 A team can present a second motorcycle for its rider (s) to scrutineering, with the possibility to have it used by several riders. In this case, the team presenting the motorcycle must indicate to the Technical Steward, at the time of scrutineering, the names and numbers of the riders eligible to use this motorcycle.

Mass starts are forbidden.

The COC has the right to combine classes for practice where the numbers are lacking to save time.

10.2 Day prior to the competition – free practice:

Two free practice sessions of 10 to 12 minutes for MX50 and 12 to 15 minutes for MX65, 15 minutes for the other classes.

10.3 Rider's Briefing:

A compulsory briefing will be held between the Jury and the riders at the starting gate as stated in the Supplementary Regulations. This briefing must involve the following persons:

- 10.3.1 The President of the Jury, the members of the Jury, the Clerk of the Course, the Race Director the Flag Marshal responsible, the Chief Medical Officer, the Organiser / Promoter, all the riders participating in the event and the Industry Representatives, may also attend this briefing, as well as the Secretary of the Meeting and the FMN Delegates.

- 10.3.2 During this briefing, all matters relating to the circuit and safety will be discussed.

- 10.3.3 After the briefing, there will be a demonstration of the complete start procedure.

10.4 Selection of riders:

The selection of 40 riders plus the 2 reserve riders will take place the day before the competition after completion of the practice sessions and the qualifying races (if required). The International Jury and the Clerk of the Course will proceed with the ballot for all races in each class for the starting positions for the official teams and the other qualified riders, at the end of the final Jury meeting on the day prior to the event.

10.4.1 Procedure:

First the starting position for the official teams will be drawn. If country "A" draws the first number and they have 5 riders in their team, then they will be assigned position number one and their second rider will have the second choice after all the other teams have drawn and so on.

- 10.4.2 Team Managers are free to decide the allocation of the assigned starting positions within their team. This information must be conveyed to the Secretary of the Meeting who will place the starting positions on the official notice board.

- 10.4.3 For non-team riders, starting positions will be selected by their FMN representatives in the order of which the ballot was drawn by the Foreign Jury and the Clerk of the Course.

- 10.4.4 Final start positions must be placed on the official notice board by the Secretary of the Meeting before the start of practice on the day of the competition.

11 Paddock Silence:

Silence in the paddock must be respected between 11.00 pm and 06.00 am the night before

the competition.

12 RIDERS PRESENTATION / PARADE:

A short rider's presentation / parade is compulsory, weather permitting.

13 RACES:

13.1 Choice of Machine:

A maximum of two machines are permitted. Riders are able to change machines between races. The final choice must be made 10 minutes before the start of each race.

13.2 Schedule of Races:

All events must be run in 3 separate races for:-

MX50:	10 minutes + 1 lap	MX125:	15 minutes + 1 lap
MX65:	12 minutes + 1 lap	MX2:	18 minutes + 1 lap
MXLites:	12 minutes + 1 lap	MX1:	18 Minutes + 1 lap
WMX:	12 minutes + 1 lap	VMX:	12 minutes + 1 Lap

The minimum interval between heats (in one class) must always be 90 minutes.

Order of races will be as per Programme, or final Jury approved Programme.

13.3 Start Procedure:

Before each start, the following procedure will be applied in the waiting zone:

- | | | |
|--------|--|---|
| 13.3.1 | 10 minutes before the start: | All machines must be in the pre-race paddock. The standard penalty for violation of this regulation is exclusion from the race in question, subject to the discretion of the COC, who may impose another penalty of not less than a 20 second time penalty. |
| | 5 minutes before the start: | After a whistle signal, everybody, except the riders and one mechanic per rider, leaves the pre-race paddock. |
| | As of then: | Upon the decision of the Clerk of the Course, and after a whistle signal, the riders leave the waiting zone and proceed to the starting gate. The mechanic must remain in the waiting zone until the start has been given. |
| 13.3.2 | The starting order of the riders for the three heats of the African Motocross Championship will be in accordance with the ballot and positions drawn / allocated by the Team Managers, the International Jury and the Clerk of the Course, the day prior to the competition. | |
| 13.3.3 | The priority of starting order for reserves, if used, will be determined by telemetry or ballot, as decided by the Jury. | |
| 13.3.4 | The riders will proceed to the starting gate, one by one, according to the predetermined starting order. | |
| 13.3.5 | Once a rider has taken his position at the starting gate, he cannot change it, return to the | |

waiting zone or receive assistance prior to the start.

- 13.3.6 No second row is allowed. For the African Motocross Championship the starting gate must provide 40 positions.
- 13.3.7 If a rider has mechanical problems at the starting gate, he must wait for assistance until after the starting gate has dropped. Once the starting gate has dropped, he can receive assistance by his mechanic only at this position. The penalty for violation of this regulation is exclusion from the race in question.
- 13.3.8 The organisers must signal the start of each heat 15 minutes before the start time by means of a Public Address System.
- 13.3.9 A mass start will be made with engines running. The starter will hold up a green flag, from which moment the riders are under his control, until all riders are on the starting line. When all the riders are on the starting line, the starters assistant will hold up a "15 second" sign for 15 full seconds. At the end of 15 seconds, he will hold up a "5 second" sign and the gate will drop between 5 and 10 seconds after the "5 second" sign is shown.
- 13.3.10 An FIM Africa jury member or alternatively a person holding a suitable FIM/FIM Africa licence will order the release of the starting gate.
- 13.3.11 The area in front of the starting gate shall be restricted and shall be prepared in a consistent manner providing conditions as equal as possible for all riders. No one except the officials and photographers shall be allowed in this area and no grooming of the area is permitted.
- 13.3.12 No one except riders, officials and photographers shall be permitted in the area behind the starting gate, except Junior riders, who can receive assistance to line up and place starting blocks. Riders are allowed to groom this area provided no tools other than a broom are used.
- 13.3.13 Starting blocks are permitted at the discretion of the COC for all classes.

13.4 False start:

All false starts shall be indicated by waving a red flag. A false start may occur when the gate malfunctions. The riders will have to go back to the waiting zone and the re-start will take place as soon as possible.

13.5 Repairs and replacements:

The riders will have the possibility to repair or substitute the silencer in the repair zone, during the race.

14 STOPPING OF A RACE:

- 14.1 The Clerk of the Course has the right, on his own initiative, for urgent safety reasons, or other cases of force majeure, to stop a race prematurely or cancel a part or the whole of a meeting.
- 14.2 If a race is stopped any time during the first "X" minutes (half of the racing time) there will be a complete restart. Riders will return to the paddock and the restart will take place 20 minutes after the stoppage of the race. Changing of motorcycles will be allowed. The final choice must be made 10 minutes before the restart.
- 14.3 Reserve riders may take part in the restart if one or more of the original starters are unable to take part or are excluded by the Clerk of the Course.
- 14.4 The Clerk of the Course may exclude one or more riders, deemed to be at fault for the race being stopped, from taking part in the restart.

- 14.5 If a race is stopped after "X" minutes (half of the racing time) have elapsed, the race will be considered complete. The finishing order will be based on the placings of the riders on the lap before the red flag was displayed. Any rider(s) deemed by the Clerk of the Course to have been responsible for the red flag, will be placed behind riders having completed an equal or greater number of laps.
- 14.6 Except in the case of a false start, a race may be restarted only once. If it is necessary to stop a race for a second time, and if "X" minutes (half of the racing time) have not elapsed, it will be considered null and void.

15 OUTSIDE ASSISTANCE / COURSE CUTTING:

- 15.1 Outside assistance on the course is forbidden during the qualifying practices and the races unless it is carried out by a marshal appointed by the organiser carrying out his duty in the interests of safety. The penalty for violation of this regulation is exclusion. Junior classes up to MX lites will be allowed pick up marshals and starting of bikes.
- 15.2 During practices and races, consultation between team members and riders is restricted to the signal zone / mechanics area. Riders who stop along the course to consult with others, may hinder the progress of other riders, and such action will be considered as outside assistance.
- 15.3 At the side of the track an area must be reserved for repairs during the practices and the races. In this specified area, the only persons allowed are the signallers and the representatives of the Industry and the mechanics who may make repairs or adjustments to the machines.
- 15.4 Any part of the motorcycle, except the frame which must be sealed, can be modified, adjusted or replaced. For silencers, refer to Art. 79.03 of the FIM Motocross Technical Rules. Refer item 17.1 of the FIM Africa Regulations.
- 15.5 Any refuelling must be done on an environment mat and with engines dead.
- 15.6 Riders entering the repair zone must stop before returning to the track. Violation will entail exclusion from the race in question.
- 15.7 A rider, who enters the paddock with his machine during the race, will not be allowed to resume that race.
- 15.8 Radio communication with the riders will not be allowed.
- 15.9 At the starting gate, the use of any starting aid device by the rider is at the discretion of the COC with due cognisance for safety.
- 15.10 Riders must use only the marked track. However, if they accidentally leave the track, they may continue at a greatly reduced speed until they can re-enter the track safely. They must re-enter, without gaining an advantage, at the closest point to where they left the track. A rider deemed to have gained an advantage will be given either a time penalty or exclusion.

16 **OFFICIAL SIGNALS:**

Official signals should be given by means of a flag measuring approximately 750 x 600 mm as follows:-

Signal	Meaning
Red Flag – waved	Stop. Compulsory for everyone
Black flag and a board with rider's number on it	Rider indicated to stop on the next lap at Stop / Go Zone.
Black flag and a board with rider's number on it	If telemetry is used, and timed penalty is being applied, the rider will be shown the black flag and the penalty board with the applied penalty being displayed in seconds, but will not be required to stop. Should the penalty board display an X instead of seconds, the rider must stop at the Stop / Go Zone on the following lap.
Yellow flag – held stationary	Danger, ride slowly, no overtaking and maintain position, show caution and no jumping of jumps.
Yellow flag – wave	Immediate danger, exercise extreme caution and be prepared to stop. No overtaking, no jumping of jumps, maintain position. Failure to observe the yellow flag will result in a penalty, including the possibility of exclusion. The COC will have final say should there be a protest.
Blue flag – waved (optional)	Warning. You are about to be lapped. (The blue flag must be used by supplementary flag marshals, specialised for this flag only)
Green flag	Course clear for the start of the race (The green flag can only be used by a supplementary flag marshal during the start procedure)
Black and White (Chequered flag)	End of the practice (s) / the race
White Flag (waved or stationary)	Denotes the presence of medical staff on the circuit or required on the circuit.

The minimum age for flag marshals is 16 years.

17 **CROSSING OF CONTROL LINES:**

The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crossed the line. Rider and machine must cross the finish line together.

18 **TECHNICAL CONTROL AND VERIFICATION:**

The Technical control must be carried out in accordance with the procedure fixed in the Technical Rules and the times fixed in the FIM Africa Rules and the Supplementary Regulations of the event.

18.1 **Noise control:**

Noise control will be applicable to FIM Africa events. All machines will have a complete exhaust system throughout the event. Should part of the exhaust system detach (part) from the engine or come adrift, causing excessive noise, the competitor should proceed to the mechanic area and repair it before continuing in the event. Should the rider not comply within

2 laps of the fault developing, he will be excluded from the heat in question.

The approved method of testing will be the FIM 2 metre Max test method. For 2014 the maximum reading at full RPM may not exceed 115db.

- 18.1.1 Conditions as set out by the FIM related to weather and after competition testing will apply. Maximum deviance after competition to be 116.9db.
- 18.1.2 A rider may submit one replacement silencer which must also be subjected to the noise control test, and be marked as approved, before it can be used.

18.2 Final Verification:

- 18.2.1 Immediately after the final heat of each class, the first 3 motorcycles of each class of each heat, and any additional motorcycles at the discretion of the Clerk of the Course must be placed in a closed park for technical control.
- 18.2.2 The machines must remain in the closed park for 30 minutes after the arrival of the winner, in case of a protest, or should further examination be required.

18.3 Cost for machine control following a protest:

- 18.3.1 The deposit for dismantling a protested machine will be US\$ 100.00. 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 by the jury)
- 18.3.2 The Jury may award further costs as decided by the Jury.

18.4 Fuel control:

- 18.4.1 An open fuel rule will be in place, this will include all predominantly petroleum (gasoline/petrol) based fuels that are readily commercially available on the African continent. (Should any further needed clarifications arise over time these will be specified in event SR's) (The onus on proving compliance to this rule rests with the individual competitor)
- 18.4.2 All requests for fuel control following a protest must be accompanied by a deposit of US\$100.00 paid to the FIM Africa Jury or to FIM Africa (supplementary controls)
- 18.4.3 After the last control, the winning party will have its deposit reimbursed.
- 18.4.4 The losing party will have to pay the costs of all the controls carried out after deduction of deposits, which have already been paid.
- 18.4.5 The use of methanol/alcohol fuel is not permitted.

18.5 Anti-doping and alcohol tests:

Anti-doping and alcohol tests may be carried out according to the Medical Code. A rider who tests positive will be excluded from the whole event. Further penalties will be imposed as set out by WADA.

19 RESULTS:

- 19.1 The winner of a race is the rider who crosses the finishing line first. The riders still racing will then be stopped when crossing the finishing line. A rider will not be classified if he:-
 - 19.1.1 Has not crossed the finishing line within 5 minutes of the arrival of the winner.
 - 19.1.2 Has not covered 75% of the total number of laps completed by the winner.
 - 19.1.3 Rider must take the chequered flag.

- 19.2 If 75% of the total number of laps does not amount to a whole number then the results will be rounded down to the next whole number.
- 19.3 The winner of an event in each class is the rider who has obtained the most points irrespective of the number of races finished.
- 19.4 The final team results will be established as follows:-
The winning team is the one which has gained the highest total number of points after having added the two best results of its riders in the respective classes using actual results obtained, from each individual heat.
- 19.5 In case of a tie, the results will be established as follows:-
The number of better placings will be taken into account. If a tie still exists the points scored in the last heat will determine the order of placing in the final standings.
- 19.6 All results must be ratified by the Jury. It is compulsory for the organiser of event to send electronically within 5 days after the event, the results of all races run, to the FIM Africa Secretary General as well as the relevant Clerk of the Course and Jury reports as compiled on the day.
- 19.7 Continuous lap scoring is compulsory in addition to the standard method.
- 19.8 Electronic timing systems should be used were possible (highly recommended)

20 POINTS FOR THE CHAMPIONSHIP:

Points will be awarded to riders in each race according to the following scale:

20 points	1 st	10 points	6 th	5 point	11 th
17 points	2 nd	9 points	7 th	4 points	12 th
15 points	3 rd	8 points	8 th	3 points	13 th
13 points	4 th	7 points	9 th	2 points	14 th
11 points	5 th	6 points	10 th	1 points	15 th

21 PROTESTS:

- 21.1 All protests must be submitted and signed only by the person directly concerned. In the case of competitors under the age of 18 this must be with the written support of the parent or guardian unless stated otherwise in the SR's.
- 21.2 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.
- 21.3 During a meeting, protests must be submitted according to the provisions of the Supplementary Regulations and to an official in charge (Clerk of the Course, Secretary of the meeting).
- | | | |
|--------|--|-------------|
| 21.3.1 | Protest Fee | US\$ 100.00 |
| 21.3.2 | Protest entailing dismantling a machine – additional | US\$ 100.00 |
| 21.3.3 | Protest entailing fuel control | US\$ 100.00 |
- 21.4 The losing party is liable for all costs in any protest should these be incurred.

These costs will be determined by The Jury.

22 PODIUM CEREMONY:

Where applicable and required the first three riders from each race must take part in the podium ceremony which must take place immediately after each race.

23 PRESS CONFERENCE:

The winner of each race, the overall winner and other riders invited at the discretion of the organisers, must participate in a short press conference taking place immediately after the prize – giving / podium ceremony. The riders concerned must attend the press conference until the end. Any infringement of this rule will be penalised by the FIM Africa Jury.

24 **PRIZES AND TRAVEL INDEMNITIES:**

Prizes (if any) must be stipulated in the Supplementary Regulations. To avoid one person having to assume sole responsibility for travel allowance where applicable, each FMN must assume responsibility for paying the FIM Africa travel allowance if applicable to their riders immediately prior to their departure to the event. Should less riders than originally envisaged participate in the event, it will be the responsibility of the FMN concerned to immediately (and prior to the event) refund any travel assistance money. Should any rider who received a travel allowance from his FMN fail to travel to and participate in the event, he/she will be responsible for immediately refunding the travel allowance received, to his FMN.

The host Federation shall be responsible for the cost of the awards, which will be presented to recipients in the respective classes per the schedule below:

- 24.1 Overall Country Team Award - 1st, 2nd and 3rd
- 24.2 Country Class Awards, all classes - 1st, 2nd and 3rd
- 24.3 Individual Class Awards, all classes - 1st, 2nd and 3rd

As a general guide to organisers/promoters the event is primarily a team competition and this should be reflected in the quality of team trophies relative to the individual trophies.

Participation medals or miniatures may be awarded to riders.

25 **TIMETABLE – CIRCUIT AND PRACTICE** **(SUGGESTED)**

Friday:

First Circuit Control	14h00
Technical Control and verification	14h00 – 18h00
Meeting with organisers	16h00
Second Circuit Control (if necessary)	17h00
Jury Meeting to select starting order,	17h30

Saturday:

Technical Control and Verification	07h00 – 08h00
Jury Meeting	07h00

SATURDAY PRACTICE SESSIONS & Afternoon Race Programme. (Suggested)

0700 1st Jury meeting

0730 Riders Briefing (compulsory)

PRACTICE SESSIONS SATURDAY

1st Practice

MX 50	0800 - 0812
MX 65	0815 - 0830
MX LITE	0833 - 0848
WOMANS MX	0851 - 0906
VETS & MASTERS MX	0909 - 0924
MX 125	0927 - 0942
MX 2	0945 - 1000
MX 1	1003 - 1018

2nd Practice

MX 50	1021 - 1033
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MX 65	1036 - 1051
MX LITE	1054 - 1109
WOMANS MX	1112 - 1127
VETS & MASTERS MX	1130 - 1145
MX 125	1148 - 1203
MX 2	1206 - 1221
MX 1	1224 - 1239

Race Programme 1st heat

MX 50	10 mins + 1 lap	1340 - 1352
MX 65	12 mins + 1 lap	1355 - 1409
MX LITES	15 mins + 1 lap	1412 - 1429
WOMENS MX	12 mins + 1 lap	1432 - 1446
VETS & MASTERS MX	12 mins + 1 lap	1449 - 1503
MX 125	15 mins + 1 lap	1506 - 1523
MX 2	18 mins + 1 lap	1526 - 1546
MX 1	18 mins + 1 lap	1549 - 1609

Jury Meeting 1645

SUNDAY Practice and Race programme (suggested)

Free practice

MX 50	0700 - 0710
MX 65	0712 - 0722
MX LITE	0724 - 0734
WOMANS MX	0736 - 0746
VETS & MASTERS MX	0748 - 0758
MX 125	0800 - 0810
MX 2	0812 - 0822
MX 1	0824 - 0834

Jury Meeting 0835

Grand Parade 0850

Race Programme 2nd heat

MX 50	10 mins + 1 lap	0955 - 1007
MX 65	12 mins + 1 lap	1010 - 1024
MX LITES	15 mins + 1 lap	1027 - 1044
WOMENS MX	12 mins + 1 lap	1047 - 1101
VETS & MASTERS MX	12 mins + 1 lap	1104 - 1118
MX 125	15 mins + 1 lap	1121 - 1138
MX 2	18 mins + 1 lap	1141 - 1201
MX 1	18 mins + 1 lap	1204 - 1224

Race Programme 3rd heat

MX 50	10 mins + 1 lap	1325 - 1337
MX 65	12 mins + 1 lap	1340 - 1354
MX LITES	15 mins + 1 lap	1357 - 1414
WOMENS MX	12 mins + 1 lap	1417 - 1431
VETS & MASTERS MX	12 mins + 1 lap	1434 - 1448
MX 125	15 mins + 1 lap	1451 - 1508
MX 2	18 mins + 1 lap	1511 - 1531
MX 1	18 mins + 1 lap	1534 - 1554

Senior MX shootout (optional) 6 laps non championship 1605

Final Jury meeting 1630

Gala prize giving dinner 1830 for 1900 (Venue to be advised)

APPENDIX X “ A”

Technical regulations:- applicable to motocross motorcycles for competitions organised by the FIM Africa (To be read in conjunction with the FIM Technical Rules.)

1 JUNIOR MOTOCROSS:

1.1 Classes:

CLASS	MINIMUM cc	MAXIMUM cc
MX50	-	50
WHEEL SIZE MAX	12" FRONT	12" REAR
MX65	58	65
WHEEL SIZE MAX	14" FRONT	12" REAR
MXLites 85 2T	79	85
WHEEL SIZE MAX	19" FRONT	16" REAR
MXLites 150 4T	110	150
WHEEL SIZE MAX	19" FRONT	16" REAR

1.2 Handlebars:

Art. 01.33 (33.01) of the FIM Motocross Technical Rules (width of handlebars) will not be applicable to motorcycles competing in the Junior Motocross Classes.

1.3 Numbers:

Refer to Art. 01.55 of the Motocross Technical Rules. The only exception will be Art. 55.07 minimum dimensions of letters for MX 50cc class, which will be:-

Height of figures 100 mm,
Width of figure 50 mm,
Width of stroke 15 mm,
Space between 2 figures 15 mm

The font to be used for number plates must be Universal Bold only.

1.4 Number plate colours:

All Junior Classes:- All numbers, sides and front: Black numbers on a white background

1.5 Fuel, Fuel/oil Mixtures:

As per point 18.4

1.6 Fuel Tests:

The FIM Africa may direct the administration of fuel tests. Such direction must be by written document. (Fuel Test Order) and must be delivered to the Jury President before the meeting.

1.7 MX50 Class – only centrifugal clutch allowed and no gears

2 SENIOR MOTOCROSS:

2.1 Classes:

CLASS	MINIMUM cc	MAXIMUM cc
MX125	100cc(2T)	125cc(2T)
WHEEL SIZE Minimum	21"FRONT	18"REAR
MX2	100cc(2T)/175(4T)	150cc(2T) 250cc(4T)
WHEEL SIZE Minimum	21"FRONT	18" REAR
MX1	200cc(2T) 250cc(4T)	450cc 4T /300cc 2T

WHEEL SIZE Minimum	21"FRONT	18"REAR
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WMX and VMX as per rule 3,2 of rules and regulations.

2.2 **Number plate colours:**

MX125 Class	Black numbers on a white background.
MX2 Class	White numbers on a matt black background.
MX1 Class	Black numbers on a white background.
VMX Veterans	Black numbers on a yellow background.
VMX Masters	Yellow numbers on black background
WMX	White numbers on a blue background.

Appropriate background colours to be on all 3 number plates

The font to be used for number plates must be Universal Bold only.

2.3 **Fuel, Fuel / Oil Mixtures:**

Refer to 18,4

2.4 **Fuel Tests:**

The FIM Africa may direct the administration of fuel tests. Such direction must be by written document. (Fuel Test Order) and must be delivered to the Jury President before the meeting.

3 **RIDERS SHIRTS:**

3.1 Numbers: Riders' shirts must be numbered at the back.

3.2 Teams may make use of their country's flag design for their race shirt design.

3.3 The country and year on the front of the shirt is optional.

3.4 All shirt designs have to be forwarded to the working group chairman for approval.