



12/08/2013

To: All FMN's, Council Members and MX Working Group Members

Official Bulletin

**FIM AFRICA MX Championship Rules and 2013 Continental Championship Event
Supplementary Regulations - Amendments.**

A number of anomalies and inaccuracies in the above referenced documents have recently been identified, which must be rectified before the forthcoming Africa Nations Motocross Championship event, in order to be compliant with FIM rules and procedures.

These amendments as detailed below are to be conveyed to all team riders and officials at the earliest opportunity and will be recorded as an Official Bulletin, which will be circulated by the appointed Jury President and will also be posted on the Official Notice Board at the event.

Noise Control:

Noise Control MUST be undertaken and Art. 18.1 of the General Competition Rules is reworded as follows as follows:

18.1 Noise control:

Noise control WILL be applicable to FIM AFRICA events and all machines will have a complete exhaust system throughout the event. Should part of the exhaust system become damaged or detached from the engine, causing excessive noise, the competitor should proceed to the mechanic area and repair or replace it before continuing in the event. Should the rider not comply, he will be excluded from the heat race in question.

18.1.1 *For 2013 the maximum reading at full RPM may not exceed 115db.*

18.1.2 *Conditions as set out by the FIM related to weather and after competition testing will apply. Maximum deviance after competition to be 116.9db.*

18.1.3 *The calculation of noise will be determined by 2m Max Method as detailed in Art. 79.01 of the 2013 FIM Motocross Technical Rules. Riders of machines exceeding this limit will in the first instance receive a warning, but any machine which is considered to be excessively noisy and/or above 120 dbA may be rejected at the discretion of the Chief Technical Steward.*

18.1.4 *All silencers will be marked with the sound level recorded.*

18.1.5 *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.*

Technical Control:

In order to be compliant with Art. 18 of the General Competition Rules and consistent with Art. 5.3 of FIM MX Championship Rules, "Self Scrutineering" per clause 20 of the Supplementary Regulations is deleted and replaced as follows:

Technical Verification will take place on Friday 30th August 2013 between 14.00 – 18.00hrs. An additional period for Technical Verification will take place on Saturday 31st August 2013 between 06.30 – 07.30hrs, but only for any machine which has previously been rejected and requires re-examination or for any competitor who is delayed and has given prior advice.

Competitors may present two machines machines, plus one spare silencer to Technical Control for physical examination and noise control. Teams may also present any machine declared as a "Team Spare Machine"

Frames and silencers will be marked in accordance with Art. 15.4 of the MX Championship General Competition rules.

Fuel:

The wording for maximum octane ratings for both Junior and Senior classes in the Technical rules, per articles 1.5 and 2.3 are to read **"Leaded or Unleaded fuel to a maximum octane of 102.6 will be allowed"**

Environment:

Since it was not included in the Supplementary Regulations, to remind Competitors and Teams of FIM AFRICA's commitment to The Environment and create awareness, the following minimum extract from the Environmental Code is to be added to the Official Bulletin as follows:

ENVIRONMENTAL CODE

At each event there shall be an Environmental Steward who shall only deal with environmental aspects and who must have successfully completed a seminar organised by the FIM AFRICA Environmental Commission.

The Environmental Steward shall ensure that the FIM Environmental Code is respected.

Have access to all information concerning the event and must be able to give prior, during and after the event, recommendations to the Jury President on all aspects which may have potential environmental consequences.

The Steward shall be responsible for monitoring:

- ♦ **Noise Pollution as per Article 4 of the FIM Environmental Code**
- ♦ **The 2mt Max Method will be used**
- ♦ **For 2012 the Maximum Noise level will be 115dB for all events**
- ♦ **Fuel usage as per Article 5 of the FIM Environmental Code**
- ♦ **Protection of Ground as per Article 6 of the FIM Environmental Code**
- ♦ **Prevent leakage into the ground of fuel and oils and fluids**
- ♦ **Ensure all competitors are using environmental mats - compulsory**
- ♦ **Sufficient containers to recover rubbish and fluid**

Competitors are responsible for:

- **The waste generated by their team/supporters/entourage during the event**
- **Where organisers provide containers for waste they must be used as directed**
- **ENVIRONMENTAL MATS ARE COMPLUSORY. Where refueling or servicing is to be undertaken, riders must provide and use an Environment Mat to protect the ground**

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