



FIM AFRICA

MOTOCROSS RULES and REGULATIONS

Covering all Regional Challenge events held under the
auspice of FIM Africa

2013

INDEX

1	Title and General		Page 1
2	Riders	Licences	Page 2
		Riding Numbers	Page 2
		Riding Colours	Page 3
3	Motorcycles and Classes	Motorcycles	Page 3
		Classes	Page 3
		Definition of Ages	Page 3
		Additional Races	Page 3
4	Course	Junior	Page 4
		Senior	Page 5
		Safety	Page 5
		Inspection	Page 5
		Control	Page 5
5	Officials	Jury President, Members & Observers	Page 5
		FMN Delegates	Page 6
		Clerk of the Course	Page 6
6	Meeting with Organisers and the Jury		Page 7
7			

8	Riders support		Page 7
9	Supplementary Regulations	Acceptance of Entries	Page 7
		Non-participation in a meeting	Page 7
		Starting Field	Page 8
10	Practice		Page 8
		Free Practice	Page 8
		Rider's Briefing	Page 8
		Selection of Riders	Page 8
		Procedure	Page 8
11	Paddock Silence		Page 9
13	Races	Choice of Machine	Page 9
		Schedule of Races	Page 9
		Start Procedure	Page 9
		False Start	Page 10
		Repairs and Replacements	Page 10
14	Stopping of a Race		Page 10
15	Outside Assistance / Course Cutting		Page 11
16	Official Signals		Page 11
17	Crossing of Control Lines		Page 12
18	Technical Control and Verification		Page 12
		Noise Control	Page 12
		Final Verification	Page 12
		Cost for Machine Control	Page 12
		Fuel Control	Page 13
		Anti-doping and alcohol tests	Page 13
19	Results		Page 13
20	Points for the Championship		Page 14
21	Protests		Page 14
22	Podium Ceremony		Page 14
23	Press Conference		Page 14
24	Prizes and Travel Indemnities		Page 14
App. A	Technical Regulations	Junior	Page 16
		Senior	Page 17

1 TITLE AND GENERAL

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

- 1.1 Each year, The FMNs of FIM Africa may host one Round of Regional Motocross, with one of their National MX Events.
- 1.2 These events are organized according to the rules of the FIM Sporting Code, Chapter 30: - "FIM Championship's and Prize Events." And the FIM Africa Motocross Main Rules.
- 1.3 These Regional events may comprise of 2 or more Events held in the different Countries belonging to a Region. The classes will be agreed upon by the MX Working Group, and be stated in the Supplementary Regulations. Generally, the Rules will follow the FIM Africa Motocross Championship Main Rules, as close as possible.

As these Regionals are not Team Events (unless the SRs state to the contrary), any of the Countries can enter as many private individuals as they like.

2 RIDERS

2.1 Licences:

Participation at these meetings is restricted to the holder of a valid FIM Africa licence, or a FIM Africa Day-Licence, that can be automatically obtained on the day. Riders must produce a Start-Permission from their respective FMN.

2.2 Riding Numbers:

Visiting Riders may race in their own National numbers, but if they clash with local Riders, then the FMNR will allocate a temporary number or mark.

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 motocross are as follows:-

MX50: Riders aged 5 to 9 years	MX125 Riders aged 13-17 years
MX65: Riders aged 6 to 12 years	MX2: Riders aged 15 years & over
MXLites: Riders aged 10 to 15 year	MX1: Riders aged 16 years & over
MXLadies: See below	MXVets: see below

Ladies class: Riders of 13 years of age on 85cc 2-stroke, 150 4-stroke or 125cc 2-stroke motorcycles only. Riders of 15 years and above may compete on the above model motorcycles, or a 250cc 4-stroke motorcycle. If there should be insufficient entries to form a Ladies Class, the Ladies will join the respective capacity class/classes, and there will be no Ladies Class. However, a Ladies Trophy presentation will be awarded based on points scored by the Ladies.

Vets and Master Class: Riders aged 35 to 49, and 50 onwards, respectively, on any capacity size motorcycle. Masters must produce a medical report not older than 6 months.

Riders may participate in one class only.

A Minimum riders at registration that will constitute a class:- See SRs.

Definition of Ages:

The minimum age begins on the riders birthday and the maximum age is at the end of the calendar year during which the rider attains the maximum age.

e.g. MX50cc Class:- The rider is eligible to start riding on his 5th birthday, and can compete in this class until the 31st December of the same year that he turns 9 years of age.

3.3 Additional Races:

The programme may contain additional Support Races, but prominence must always be given to the FIM Africa classes.

If necessary, the International Jury can change the time schedule of the additional races or cancel them.

4 COURSE:

4.1 Course Specifications:

4.1.1 Junior:

The length of the course will be between 0.6 km and 1.2 km and where possible have alternative routes for 50 and 65cc motorcycles.

- a) 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.

- b) The start gate will be so positioned that it allows all riders an equal chance. (Minimum 30 start gates)
- c) 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 after the start and the starting area is to be level.
- d) The width of the first corner following the start will not be less than 6m and the turn will not exceed 90 degrees to the left or right and must be wide enough to accommodate the riders.
- e) All jumps must be suitable for the classes using them and no multiple jumps (double, triple etc.) will be allowed.
- f) "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.
- g) Dust must not create a hazard to riders and sufficient watering facilities must be available. Watering may only take place between races.
- h) Barbed wire, metal fences, wires, poles, trees or hoarding less than 3m from the edge of the circuit must be padded and made safe.
- i) The whole of the starting and finishing areas, the competitors 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.
- j) 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.
- k) 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. Tyres may be permitted if left lying flat on the ground. Only car or bike tyres may be used. No Commercial vehicle or truck tyres are permitted.
- l) 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.
- m) The minimum width of the course must be 5m 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 etc.
- n) 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 2 km maximum.

- a) "Washboards" are permitted. The maximum height for MX Lites, MX 2 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.
- b)

4.2 Safety
See FIM Standards for Motocross Circuits (SMCC)

4.3 Inspection
See FIM Standards for Motocross Circuits (SMCC)

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 Jury Members will be decided by the FMNR, with final approval from FIM Africa.

5.1.1 Terms of Reference of the Foreign Jury (Art 50.1.3 of FIM Sporting Code)

- 5.1.1.1 The 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.
- 5.1.1.2 The Jury is the only tribunal of the meeting competent to adjudicate upon any protest that may arise during a meeting.
- 5.1.1.3 The Jury must settle any dispute and impose penalties according to the provisions laid down in the Disciplinary and Arbitration Code.
- 5.1.1.4 The 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"

5.1.2 End Of Meeting (Art 140.5)

- 5.1.2.1 A meeting is not considered finished until the time limits for protests and appeals have elapsed and all protests and appeals have been settled.
- 5.1.2.2 If an appeal is lodged, the results cannot be considered as definitive until a final decision has been taken.
- 5.1.2.3 The riders placed first, second and third will be asked to attend the official prize-giving ceremony, if any.
- 5.1.2.4 The race control must remain operative with all equipment in place until the end of the period for lodging a protest.
- 5.1.2.5 All officials and marshals must remain at the circuit and be available to the Jury, the Race Direction and Stewards.

5.1.3 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.
- 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 four years. 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. The "Clerk of the Course", must have successfully participated in a seminar organised by the

FIM / FIM Africa and hold a valid FIM Africa / FIM/ licence for Clerk of the Course for at least a period of 1 year.

- 5.3.1 Participation in an initial seminar is compulsory. Licences must be renewed at least once every four years. 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 and 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 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.

9.1 Acceptance of Entries:

- 7.1.1 There is no restriction the number of entries from each Country in the Region, as this is not a Team Event, unless otherwise specified.
- 7.1.2 A bike that is presented at scruteneering as a spare bike for various nominated riders , may be used in the same class, by another rider if so approved by the Jury.
- 7.1.3 A minimum of 3 riders at registration will constitute a class.
- 7.1.4 Entries to an FIM Africa Motocross Regional Championship event, will be accepted for riders who are:-
 - 7.1.4.1 Authorised by their FMN to participate.
 - 7.1.4.2 Late where in the opinion of the FMNR acceptance of late entries will enhance the event.

9.2 **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 scruteneering.

- 7.2 Each rider must present at scruteneering one motorcycle under his name and number. As for the second motorcycle, there are two possibilities:-
 - 7.2.1 A rider can present a second motorcycle to scruteneering, under his name and number.
 - 7.2.2 A team can present a second motorcycle for its rider (s) to scruteneering, 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 scruteneering, the names and numbers of the riders eligible to use this motorcycle.

Mass starts are forbidden.

10.2 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 after the first free practices. This briefing must involve the following persons:

- 10.2.1 The President of the Jury, the members of the Jury, the Clerk of the Course, the Flag Marshal responsible, the Chief Medical Officer, the Organiser / Promoter, all the riders participating in the event and the Industry Representative, may also attend this briefing, as well as the Secretary of the Meeting and the FMN Delegates.
- 10.2.2 During this briefing, all matters relating to the circuit and safety will be discussed.
- 10.2.3 After the briefing, there will be a demonstration of the complete start procedure.

8 PADDOCK SILENCE:

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

9 RACES:

9.1 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.

9.2 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:	20 minutes + 1 lap
Mx Lites:	15 minutes + 1 lap	MX1:	20 Minutes + 1 lap
MX Ladies:	12 minutes + 1 lap	MX Vets:	12 minutes + 1 Lap

The minimum interval between heats (in one class) must always be 6 0 minutes.

9.3 Start Procedure:

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

- 9.3.1 10 minutes before the start: All machines must be in the waiting zone. The penalty for violation of this regulation is exclusion from the race in question.
- 5 minutes before the start: After a whistle signal, everybody, except the riders and one mechanic per rider, leaves the waiting zone.
- 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.
- 9.3.2 The starting order of the riders will be as per gthe FMNR's SRs.
- 9.3.3 The priority of starting order for reserves, if used, will be determined by their results in the qualifying practice.
- 9.3.4 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.
- 9.3.5 No second row is allowed.
- 9.3.6 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/she can receive assistance by his/her mechanic only at this position. The penalty for violation of this regulation is exclusion from the race in question.
- 9.3.7 The organisers must signal the start of each heat 15 minutes before the start time by means of a Public Address System.
- 9.3.8 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 starter 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.
- 9.3.9 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.

- 9.3.10 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 are used or outside assistance provided.

9.4 False start:

All false starts shall be indicated by waving a red flag. A false start may only 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.

9.5 Repairs and replacements:

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

10 STOPPING OF A RACE:

- 10.1 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.
- 10.2 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.
- 10.3 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.
- 10.4 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.
- 10.5 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.

OUTSIDE ASSISTANCE / COURSE CUTTING:

- 10.6 Outside assistance on the course is forbidden during the qualifying practices (s) and the race (s) 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.
- 10.7 During practices and races, consultation between 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.
- 10.8 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 mechanics who may make repairs or adjustments to the machines, the signallers and the representatives of the Industry.
- 10.9 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.
- 10.10 Any refuelling must be done with engines dead.
- 10.11 Riders entering the repair zone must stop before returning to the track. Violation will entail exclusion from the race in question.
- 10.12 A rider who enters the paddock with his machine during the race, will not be allowed to resume that race.

- 10.13 Radio communication with the riders will not be allowed.
- 10.14 At the starting gate, the use of any starting aid device by the rider is forbidden.
- 10.15 Course cutting is forbidden. The penalty for attempting to gain an advantage by deliberate course cutting will be exclusion from the respective qualifying practice session or race. If necessary, further penalties will be determined by the Jury.
- 10.16 A rider leaving the course may only continue the race by safely re-entering the course, without gaining an advantage, from the closest point to where that rider left the course.

11 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 the Stop / Go Zone.
Yellow flag – held stationary	Danger, ride slowly, no overtaking and maintain position
Yellow flag – waved	Immediate danger, prepare to stop. No overtaking, maintain position.
Blue flag – waved	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.
Stop/Go Penalty	At the discretion of the Clerk of Course or the Jury, with a Black Flag and the riders number. The rider will proceed to the mechanic / repair zone on the following lap for a time penalty under the control of the Clerk of the Course. No outside assistance is allowed during that period.

The minimum age for flag marshals is 16 years.

12 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.

13 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.

13.1 Noise control after each race:

Noise control may be applicable to some FMNR 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, he will be excluded from the heat in question. Art. 31.01 Exhaust Pipes of the FIM Technical Rules will not apply to FIM Africa events until further notice. (Rear cone to silencer)

- 13.1.1 The calculation of noise will be determined by the placing of a noise measuring apparatus on a tripod at the height of the exhaust exit, 2 meters away and at 45 degrees.
- 13.1.2 All motorcycles are to be revved for a short period to the maximum RPM at which time a reading will be obtained. Noise measuring equipment which can be set to reflect maximum output should be used.
- 13.1.3 For 2013 the maximum reading at full RPM may not exceed 115db.
- 13.1.4 Conditions as set out by the FIM related to weather and after competition testing will apply. Maximum deviance after competition to be 116.9db.
- 13.1.5 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.

13.2 Final Verification:

- 13.2.1 Unless the FMNR SRs state otherwise, 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.
- 13.2.2 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.

13.3 Cost for machine control following a protest:

- 13.3.1 The cost of dismantling a machine will be US\$ 300. 00. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.
- 13.3.2 The Jury may award further costs as decided by the Jury.

13.4 Fuel control:

- 13.4.1 A fuel control may be carried out at any time during an event, according to Art. 63.05 of the Motocross Technical Rules. A rider whose fuel fails to meet the technical requirements will be excluded from the whole event and forfeit all Championship points and prize money earned from any heats during the event. This rider will also be liable to reimburse the full costs of the test and further penalties may be imposed.
- 13.4.2 All requests for fuel control following a protest must be accompanied by a deposit of US\$ 300.00 paid to the FIM Africa Jury or the FIM Africa (supplementary controls)
- 13.4.3 In addition to the fuel requirements as depicted in Art. 63.01 of the FIM Technical Rules riders will be allowed to use leaded fuel. Fuel mixtures must not include any Octane Boosting Additives of any description. Leaded or unleaded fuel to a maximum octane of 102.6 will be allowed.
- 13.4.4 After the last control:
 - 13.4.4.1 The winning party will have its deposit reimbursed.
 - 13.4.4.2 The losing party will have to pay the costs of all the controls carried out after deduction of deposits, which have already been paid.
- 13.4.5 The use of methanol is not permitted.

13.5 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.

14 RESULTS:

- 14.1 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:-
 - 14.1.1 Has not crossed the finishing line within 5 minutes of the arrival of the winner.
 - 14.1.2 Has not covered 80% of the total number of laps completed by the winner.
 - 14.1.3 Rider must take the chequered flag.

- 14.2 If 80% of the total number of laps does not amount to a whole number then the results will be rounded up to the next whole number.
- 14.3 The winner of an event in each class is the rider who has obtained the most points irrespective of the number of races finished.
- 14.4 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.
- 14.5 All results must be ratified by the Jury. It is compulsory for the organisers of events to send by telefax / e-mail within 72 hours 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.
- 14.6 Continuous lap scoring is compulsory in addition to the standard method.
- 14.7 Electronic timing systems should be used were possible (highly recommended)

15 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 points	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

16 PROTESTS:

- 16.1 All protests must be submitted and signed only by the person directly concerned.
- 16.2 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.
- 16.3 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).
- | | | |
|--------|--|-------------|
| 16.3.1 | Protest Fee | US\$ 100.00 |
| 16.3.2 | Protest entailing dismantling a machine – additional | US\$ 300.00 |
| 16.3.3 | Protest entailing fuel control | US\$ 300.00 |

- 16.4 The losing party is liable for all costs in any protest should the protestor's protest be upheld.

These costs will be determined by the Jury of the Meeting.

17 PODIUM CEREMONY:

The first three riders from each race must take part in the podium ceremony which must take place immediately after each race.

18 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 which may take 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 Jury.

19 PRIZES AND TRAVEL INDEMNITIES:

Prizes (if any) and Travel Expenses must be stipulated in the Supplementary Regulations.

APPENDIX “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	MIMUMUM cc	MAXIMUM cc
MX50	-	50
WHEEL SIZE MAX	12” FRONT	12” REAR
MX65	58	65
WHEEL SIZE MAX	14” FRONT	12” REAR
MXLite 85 2T	79	85
WHEEL SIZE MAX	Max 19” FRONT	16” REAR
MXLite 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 figure	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:

In addition to the fuel requirements as depicted in Art. 63.01 of the FIM Technical Rules, riders will be allowed to use leaded fuel. Fuel mixtures must not include any Octane Boosting Additives of any description. Leaded or Unleaded fuel to a maximum octane of 102.6 will be allowed.

The use of methanol is not permitted.

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 MX50cc Class – only centrifugal clutch allowed and no gears with the exception of 50cc four stroke machines complying with all other requirements.

2 SENIOR MOTOCROSS:

2.1 Classes:

CLASS	MIMUMUM 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) 290cc(4T)	650cc(2T/4T)
WHEEL SIZE Minimum	21"FRONT	18"REAR

2.2 Number plate colours:

MX125 Class	Black numbers on a white background
MX2 Class	White numbers on a matt black background
MX1 Class	White numbers on a green background.

Appropriate background colours to be on all 3 number plates

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

Where telemetry is utilised or where deemed appropriate by the Jury, background colours within a class may differ as long as numbers are clear and non conflicting.

2.3 Fuel, Fuel / Oil Mixtures:

In addition to the fuel requirements as depicted in Art. 63.01 of the FIM Technical Rules, riders will be allowed to use leaded fuel. Fuel mixtures must not include any Octane Boosting Additives of any description. Leaded or Unleaded fuel to a maximum octane of 98 will be allowed.

The use of methanol is not permitted.

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.