



FIM AFRICA

MOTOCROSS STANDING SUPPLEMENTARY REGULATIONS 2025 [SSR's]

Covering Country Team Continental Championship events, as well as international events held under the auspice of FIM Africa.

AMENDMENT RECORD

<i>Modified SSR / ART</i>	<i>Date applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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1 TITLE AND GENERAL

For all provisions not included in these Standing Supplementary Regulations [SSR's], 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. This is known as the Motocross of African Nations [MXoAN]. 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 30.4.3: - "CONU Continental Championships".
- 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, or as per specific FMN requests based on valid reasoning on approval of FIMA Council. 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 may 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. The onus is on the rider and team manager to ensure that the correct capacity motorcycle participates in the correct class. A motorcycle capacity competing in the incorrect class/capacity will be excluded.
- 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 FIM Africa regional 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 FIM Africa Regional 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.

Individual riders qualify in the top 1 – 5 numbering. 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	Nigeria
56 - 60	Egypt
61 - 65	Libya
66 - 70	Mauritania
71 - 75	Tunisia
76 - 80	Swaziland
81 - 85	Ivory Coast
86 - 90	Senegal
91 - 95	Reserved
96 - 100	Lesotho
101 - 105	Algeria
106 - 110	Angola
111 - 115	Tanzania
116 – 120	Reserved
121 – 125	Reserved
201 -	Individual Riders

Individual numbers will be allocated sequentially from 201 upwards 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.

Individual riders must wear white bibs which are to be provided by the organizers which must display the hosting country FMN logo and FIM Africa logo. The white bib must be a sleeveless shirt.

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. The COUNTRY name must appear on the front number board in bold clearly visible font and contrasting colour top left. The country flag of the rider must be middle center bottom. The country name **MUST** be in large bold font clearly visible.



2.3.1 The organizer shall supply the approved FIMA logo sticker if not already on the sticker/decal kit.

2.3.2 Sponsored riders may include the logo in their sponsored sticker kits provided they are of the approved size and colors.

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. SHOULD ANY COUNTRY COLOURS CLASH THE FIMA MX COMMISSION WILL INSTRUCT SUCH COUNTRIES TO ADJUST SLEEVE COLOURS TO DIFFERENTIATE FROM EACH OTHER. Design approval to be acquired from the FIMA MX Commission at least 6 weeks prior to the event.

Countries may compete in their country flag colours however if any clash exists, the sleeve colours will need to be changed to avoid clashes. Country name must appear in bold on both sleeves. Abbreviations are allowed, to be approved by the FIMA MX Commission.

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 recognized classes for the FIM Africa African Motocross Championship are as follows:

<u>Junior Classes</u>	<u>Senior Classes</u>
MX50: Riders aged 5 – 9	MX125: Riders aged 13 – 17
MX65: Riders aged 7 – 12	MX2: Riders aged 16 and over
MX Lites: Riders aged 10 – 14	MX1: Riders aged 17 and over
Female MX50: aged 5 – 10	
Female MX65: ages 7 - 13	

WMX:

Riders aged 10 years and above - 85cc 2-stroke/150cc 4-stroke.

Riders aged 13 years and above - 125cc 2-stroke motorcycles.

Riders aged 16 years and above may also compete on a 250cc 4-stroke/150cc 2-stroke motorcycle.

WMX class may be split into WMX Pro and WMX Ladies and race at the same time however score separately and/or combined. **This will be under observation for 2025, based on number of entries. WMX Pro will be based on a more advanced riding experience however the combination or split of class may be decided by the jury. Ladies Class will race as a combined age/capacity class, as one class.

The Jury will decide if there are sufficient entries to divide 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.

3.3 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, e.g. MX 50cc class – the rider is eligible to start riding on the 1st 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.

3.4 ADDITIONAL RACES - Reserved

4 THE COURSE

4.1 COURSE SPECIFICATIONS

4.1.1 a) The 50cc course length should be between 0,6 km 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 organizers as a 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) Rolling wave sections may be incorporated into a course, the height of each wave is limited to 80cm.
- 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 and 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 m take-off and 8 m landing.
- m) The outer limits of the circuit are to be clearly marked with soft plastic yellow 46cm T plant markers or similar "polisport" type markers and where additionally needed with barrier tape not higher than 500mm above the ground.
Course marker material must be made of flexible plastic (easy to safely break or bend) material and have a maximum diameter/width of 25mm and pointing away from the direction of travel.
Tyres may only be permitted if cut open and wrapped around items such as trees and additional padding as may be needed. Only car or bike tyres may be used.
No Commercial or SUV vehicle or truck tyres are permitted. Any tyres used for soil retention on jumps or obstacles must be filled with sand and lay flat.
- 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 minimum 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 bale, hessian bags filled with sawdust shavings, tyre 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)** Rolling wave sections may be incorporated into a course, the height of each wave is limited to 80cm.

4.2 SAFETY

See FIM Standards for Motocross Circuits (SMCC)

4.3 INSPECTION

See FIM Standards for Motocross Circuits (SMCC) (If necessary and dependent on budget) FIMA in conjunction with the relevant commission undertakes to do track inspections four months prior, two months prior, one month prior, and two weeks prior, and the designated COC is to do inspections three days prior, two days prior and one day prior and report any shortcomings to the MX commission on each of those days prior to the event.

At least two or more well experienced track inspectors are to be utilized by FIMA to do alternate track inspections, i.e., one does 4 months and one month and the other 2 months and two weeks.

4.4 CONTROL

See FIM Standards for Motocross Circuits (SMCC)

4.5 WASH BAY

Wash Bay must be environmentally suitable and adequate for an absolute minimum of 20 motorcycles at one time with suitable adequate space for each motorcycle to be washed without interfering with the adjacent motorcycle (guideline construction drawing available on the FIMA website).

A minimum of 20 ball valve taps with Gardena type ½" fittings and adequate electrical power points for the pressure washers.

Host Nation to have a team of assistant's managing the wash bay for the duration of events. Host Nation to allocate bays according to each countries number of bikes and to offer the temporary supply of high-pressure washers (recommended 1 per 8 bikes) at a reasonable fee if need be.

5 OFFICIALS:

- 5.1** JURY PRESIDENT, JURY MEMBERS, OBSERVERS
- 5.1.2** The nomination and appointment of the President and FIM Africa Jury Members will be decided by the FIM Africa Council.
- 5.1.3** The Foreign Jury Member will be appointed by FIM Africa.
- 5.1.4** 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.
- 5.1.5** If the appointed FIM Africa Jury Member is prevented from arriving at the event in time, the Jury President may name a replacement, with priority given to an FIM Africa Member not being from the FMNR.
- 5.1.6** The FMNR is limited to two Jury Members, even at events in which more than one Championship class is being contested.
- 5.1.7** An event organizer must be appointed to manage the running of the event as well as a programme manager to ensure the smooth running of the event. The sequence and timing of the Grande Parade must be coordinated with all team managers. The event organizer must manage and take responsibility for the Grade Parade, Prize Giving and Press Conference/Media. Event organizer must also ensure an extra \$10 per rider per country is added to the entry fee for a medical fund purse per country in case of upfront payment assistance per country. Any remaining funds to be paid to the hosting country post the event. The Programme manager takes responsibility for the Grand Parade, Media Liaison and Prize Giving.
- 5.1.8** Terms of Reference of the International Jury (Art 50.1.3 of FIM Sporting Code).
- 5.1.7.1 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.
- 5.1.7.2 The International Jury is the only tribunal of the meeting competent to adjudicate upon any protest that may arise during a meeting.
- 5.1.7.3 The International Jury must settle any dispute and impose penalties according to the provisions laid down in the Disciplinary and Arbitration Code,
- 5.1.7.4 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".
- 5.1.7.5 Members of the International 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. Individual placing prize giving will be done at the race venue directly after the results are ratified and the protest period has expired (any class with protests, the results shall be withheld). The TEAM prize giving award ceremony thereafter will only be attended by the COUNTRY TEAM riders. Refer to Appendix "C" for prize giving.

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 International 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 International 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 years.
For seminars held mid-year, the validity will be with immediate effect. Eg. June 2024 – validity is 31 December 2027

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 MX Commission approval.

5.3.1 Participation in an initial seminar is compulsory. Licences must be renewed at least once every three 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 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 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 organizers 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 organizer 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 organizer 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 authorized 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 signaling 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

Host nation to provide each team with sufficient shade, table and chairs for their team members. The hosting FMN must provide adequate fire extinguishers per tent/shaded area as well as effective ground cover to be used as environmental mats.

9 SUPPLEMENTARY REGULATIONS

The Supplementary Regulations (SRs) must conform to the official FIM Africa Standing Supplementary Regulations.

9.1 ACCEPTANCE OF ENTRIES

- 9.1.2 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 slots 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 FIM Africa Sporting Director who must be notified not later than 6 weeks before the event.

- 9.1.3** 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.
- 9.1.4** 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 of the same team if so, approved by the Jury.
- 9.1.5** Entries to an FIM Africa Motocross Championship event, will be accepted for riders who are: -
- 9.1.5.1 In possession of the appropriate FIM Licence.
- 9.1.5.2 Authorized by their FMN to participate.
- 9.1.5.3 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 organizers of their inability to attend, or who do not provide an acceptable reason, will be fined USD50.00 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 starting 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 whatever reason.

10 PRACTICE

(Timetables for Start Practice, Free practice, qualifying etc. will be detailed in the SR's)

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

- 10.1** Each rider must present at Technical Control one motorcycle under his name and

number.

As for the second motorcycle, there are two possibilities: -

10.1.2 A rider can present a second motorcycle to scrutineering, under his name and number.

10.1.3 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.

10.1.4 Mass starts are forbidden.

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

10.1.6 MORNING PRACTICE PRIOR TO THE COMPETITION

Two free practice sessions of 10 to 12 minutes for MX50 and 12 to 15 minutes for MX65, 15 minutes for the other classes. Line up for all practice sessions will be as per rider arrival time in the pre-race paddock (1st come 1st Serve basis), no stealing places or double stacking allowed. The order MUST be based on the earliest rider first. Line up order tickets or tags may be given on arrival at pre-race paddock in terms of the first rider arriving receives tag 1, 2nd rider tag 2.

10.2 RIDERS 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 Organizer / Promoter, all the riders participating in the event and the Industry Representatives, 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.

10.3.4 The starting procedure and entire riders briefing must be explained via a PA system or suitably audible loud hailer so that all riders are able to hear. A brief of how the riders will be called must also be communicated via the approved notice board and media groups for the event.

10.3.5 All riders and managers MUST be present at riders briefing where the start procedure will also be explained.

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 by the team captain in conjunction with the team managers. This will be done at the first jury meeting on the Friday.

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.

Example:

Country Red draws 3rd position in 50cc class

Country Green draws 1st position in 50cc class

Country Blue draws 2nd position in 50cc class

Then,

Country Green rider number 1 in 50cc class has 1st gate choice

Country Blue rider number 1 has 2nd gate choice

Country Red rider number 1 has 3rd gate choice

Country Green rider number 2 has 4th gate choice

Country Blue rider number 2 gets 5th gate choice

Country Red rider number 2 gets 6th gate choice

Country Green rider number 3 has 7th gate choice

Country Blue rider number 3 gets 8th gate choice

Country Red rider number 3 gets 9th gate choice

And so forth

The race secretary is responsible to create the line-up calling order per class. Any changes required by a team manager needs to be updated with the race secretary who in turn updates the pre-race paddock officials.

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. Once each country rider position is announced on the notice board prior to practice on Saturday, no changes may be made from heat to heat unless the race secretary is updated in case of injury/withdrawal. Should a rider fall out, the next nominated rider from the respective team shifts up one rider slot position in the country gate pick process.

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 grand parade is compulsory, weather permitting.

The Programme Manager must advise all country team managers on Friday at the jury

meeting as to the time and country sequence of the event for the Grand Parade. The hosting country must be last in the parade. Countries need to follow the parade order as per the master of ceremonies announcements and preferable in alphabetical order, except for the hosting country.

13 RACES

13.1.1 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:	15 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.

Mechanics are to remain in the pre-race paddock area, except for the MX50cc and MX65cc class who may be assisted on the start gate area. If assistance is required by a rider of any other class, he/she must ask the CoC for assistance.

13.3.2 The starting order of the riders for the three heats of the MXoAN 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 organizers 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 Official's 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 for Junior riders (MX50cc and MX65cc), 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. In the event of a restart, the rider must use the same gate as previously chosen.

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: [Ref CMS International Meetings Appendices Section 7]

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 before 2 laps have elapsed there will be a complete restart, conditions permitting.
Riders must slow down after the red flag has been displayed and return to the pre-race paddock.
The restart will take place as soon as possible. Change of Motorcycle is forbidden.
Riders to maintain their initial starting order.

14.3 If a race is stopped before half [less than 50%] 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.
Riders will keep their initial starting order for the restart.

14.4 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.

14.5 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.

14.6 If a race is stopped after half [more than 50%] of the race time has lapsed, 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.

14.7 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 organizer carrying out his duty in the interests of safety.

The penalty for violation of this regulation is exclusion.

MX50cc and MX65cc classes 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' zone.
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 a mechanics zone must be reserved for repairs during the practices and the races.
In this specified area, the only persons allowed are the signalers 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 refueling must be done on an environment mat and with engines dead.
- 15.6** Riders entering the mechanics 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 consideration 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 excluded.
- 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	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.

Blue flag – waved (optional)

(The blue flag must be used by supplementary flag marshals, specialised for this flag only)

Warning. You are about to be lapped.

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 (Checker flag)

End of the practice (s) / the race

White Flag with a red diagonal strip
(Waved or stationary)

Denotes the presence of medical staff on the circuit or required on the circuit. Riders must exercise extreme caution.

No jumping and no overtaking. SLOW down

Failure to observe the flags above will result in a time penalty as provided under Appendix 1, including the possibility of exclusion. And where there is a protest, the CoC shall have the final say.

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-meter Max test method.
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 OF MACHINE CONTROL FOLLOWING A PROTEST

18.3.1 The deposit for dismantling a protested machine will be USD400.00
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 and 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 USD 400.00 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.

18.4.4.1 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 with the Medical Code.
A rider who tests positive will be excluded from the whole event once result is known.

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 they: -
- 19.1.1** Have not crossed the finishing line within 5 minutes of the arrival of the winner.
- 19.1.2** Have not covered 75% of the total number of laps completed by the winner.
- 19.1.3** Rider must take the checkered 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.
As the MXoAN is primarily a continental team event, white bib (individual riders) positions/scoring to be removed/neutralized from standings for the purpose of determining country point standings.
- 19.5** In the 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 organizer of the 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 must be used.
- 20** PENALTIES
Penalties for the various infringements shall be imposed as spelt out in Appendix 1.
- 21** 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 Point	15 th

22 PROTESTS

- 22.1** 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/consent of the parent or guardian unless stated otherwise in the SR's. Sporting protest fee is \$200
- 22.2** 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.
- 22.3** 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).
- 22.3.1**
- | | |
|--|------------|
| Protest Fee | USD 200.00 |
| Protest entailing dismantling a machine – additional | USD 400.00 |
| Protest entailing fuel control | USD 400.00 |

The losing party is liable for all costs in any protest should these be incurred. These costs will be determined by The Jury.

23 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.

24 PRESS CONFERENCE

The winner of each race, the overall winner and other riders invited at the discretion of the organizers, 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 penalized by the FIM AfricaJury.

25 PRIZES

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

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:

- 25.1** Overall Country Team Award - 1st, 2nd and 3rd (Main Prize Giving Event)
- 25.2** Country Class Awards, all classes - 1st, 2nd and 3rd (Main Prize Giving Event)
- 25.3** Individual Class Awards, all classes - 1st, 2nd and 3rd (Directly after protest period of the

last race of the event)

As a general guide to organizers/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 at the discretion of the host organiser, dependent on funding.

26

TIMETABLE – CIRCUIT AND PRACTICE (SUGGESTED)

	From	To	Time
FRIDAY			
Documentation and Registration	12:00	18:00	6hrs
Technical Control and Verification	12:00	18:00	6hrs
Meeting with organisers	16:00		
Second Circuit Control (if required)	17:00		
Jury meeting with Team Managers and Team Captains	17:30		
SATURDAY			
Technical Control and Verification	06:00	06:30	30min
1st JURY MEETING	06:30	06:40	10min
Riders Briefing (Compulsory-ALL)	06:45	07:00	15min
Grand Parade	07:10	08:00	50min
1st PRACTICE			
MX125	08:15	08:30	15min
MX2	08:33	08:48	15min
MX50	08:51	09:03	12min
MX65	09:06	09:21	15min
MX Lite	09:24	09:39	15min
WOMAN MX	09:42	09:57	15min
VETS & MASTERS MX	10:00	10:15	15min
MX1	10:18	10:33	15min
2ND PRACTICE			
MX50	10:35	10:47	12min
MX65	10:50	11:05	15min
MX Lite	11:08	11:23	15min
WOMAN MX	11:26	11:41	15min
VETS & MASTERS MX	11:44	11:59	15min
MX125	12:02	12:17	15min
MX2	12:20	12:35	15min
MX1	12:38	12:53	15min

LUNCH	13:00	13:30	30min
1st HEAT			
MX50 (10MIN + 1 LAP)	13:45	13:57	12min
MX65 (12MIN + 1 LAP)	14:00	14:14	14min
MX LITE (15MIN + 1 LAP)	14:17	14:34	17min
WOMAN MX (12MIN + 1 LAP)	14:37	14:51	14min
VETS & MASTERS MX (12MIN + 1 LAP)	14:54	15:08	14min
MX125 (15MIN + 1 LAP)	15:11	15:28	17min
MX2 (18MIN + 1 LAP)	15:31	15:51	20min
MX1 (18MIN _ 1 LAP)	15:54	16:14	20min
JURY MEETING	16:30		
SUNDAY PRACTICE AND RACE PROGRAMME			
FREE PRACTICE			
MX125	07:00	07:10	10min
MX2	07:12	07:22	10min
MX50	07:24	07:34	10min
MX65	07:36	07:46	10min
MX LITE	07:48	07:58	10min
WOMAN MX	08:00	08:10	10min
VETS & MASTERS MX	08:12	08:22	10min
MX1	08:24	08:34	10min
JURY MEETING	08:45	08:55	10min
2nd HEAT			
MX50 (10MIN + 1 LAP)	09:00	09:12	12min
MX65 (12MIN + 1 LAP)	09:15	09:29	14min
MX LITE (15MIN + 1 LAP)	09:32	09:49	17min
WOMAN MX (12MIN + 1 LAP)	09:52	10:06	14min
VETS & MASTERS MX (12MIN + 1 LAP)	10:09	10:23	14min
MX125 (15MIN + 1 LAP)	10:26	10:43	17min
MX2 (18MIN + 1 LAP)	10:46	11:06	20min
MX1 (18MIN _ 1 LAP)	11:09	11:29	20min
LUNCH	11:30	12:20	50min
3rd HEAT			
MX50 (10MIN + 1 LAP)	12:30	12:42	12min
MX65 (12MIN + 1 LAP)	12:45	12:59	14min
MX LITE (15MIN + 1 LAP)	13:02	13:19	17min
WOMAN MX (12MIN + 1 LAP)	13:22	13:36	14min
VETS & MASTERS MX (12MIN + 1 LAP)	13:39	13:53	14min

MX125 (15MIN + 1 LAP)	13:56	14:13	17min
MX2 (18MIN + 1 LAP)	14:16	14:36	20min
MX1 (18MIN _ 1 LAP)	14:39	14:59	20min
FINAL JURY MEETING	15:15		
PRIZE GIVING (ALL riders)	17:30		

APPENDIX "A"

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

1 JUNIOR MOTOCROSS

1.1 CLASSES

Class

MX50	Max	50cc		
Wheel Size	12" Front		10" Rear	
MX65	Min	58cc	Max	65cc
Wheel Size	14" Front		12" Rear	
MXLITES 85 2T	Min	79cc	Max	85cc
Min Wheel size	17" Front		14" Rear	
Max Wheel Size	19" Front		16" Rear	
MXLITES 150 4T	Min	110cc	Max	150cc
Min Wheel size	17" Front		14" Rear	
Max Wheel Size	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 numbers must use sufficiently legible fonts.

In case of a dispute concerning the legibility of numbers, the decision of the Technical Control Officer shall be final.

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 require that fuel tests be carried out. Such requirement 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.

1.8 Chest Protector rating EN1621 or EN14021 are mandatory for junior classes (MX50cc, MX65cc and MX Lites). Elbow and shoulder protection is optional.

2 SENIOR-MOTOCROSS

2.1 CLASSES

Class

MX125	Min	100cc (2T)	Max	125cc (2T)
Wheel Size		21" Front		18"/19" Rear
MX2	Min	100cc (2T)/175 (4T)	Max	150cc (2T)/250cc (4T)
Wheel Size		21" Front		18"/19" Rear
MX1	Min	200cc (2T)/250cc (4T)	Max	450cc (4T)/300cc (4T)
Wheel Size		21" Front		18"/19" Rear

WMX and VMX as per rule 3,2 of rules and regulations.

2.2 NUMBER PLATE COLOURS

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

The numbers must use sufficiently legible fonts.

In case of a dispute concerning the legibility of numbers, the decision of the Technical Control Officer shall be final.

2.3 FUEL, FUEL/OIL MIXTURES

Refer to 18,4

2.4 FUEL TESTS

The FIM Africa may require that fuel tests be carried out. Such requirement 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 name on the front of the shirt or on the arm is mandatory.

All shirt designs have to be forwarded to the FIMA MX Commission chairman for approval at least 6 weeks prior to the event.

4 SAFETY GEAR

The following items of riding gear shall apply:

- Helmets are mandatory as per FIM Technical specification 01.70 for all classes
 - D-buckle mandatory
 - Helmets must have no damage and must be in good order
 - To be presented for scrutineering
- Chest protectors are mandatory for MX50cc, MX65cc and MX Lites
 - Rating EN1621-3 or EN14021
 - To be presented for scrutineering
- Goggles as per FIM Technical specification 65.04 of shatter proof, non-splinter material for all classes, tear-off or roll-off are allowed.
- Boots are mandatory as per Motocross style in good functional order for all classes – to be presented for scrutineering
- Motocross gloves are mandatory for all classes
- Motocross designed pants and shirt. The shirt must display each country regalia as per FIMA regulations
- Knee braces are recommended for all classes (not mandatory)
- Elbow and Knee guards are optional for all classes (not mandatory)

APPENDIX “B” – ENVIRONMENTAL

- 1** Environmental Code and Environmental Steward
- 1.1** At each event there shall be a Licenced Environmental Steward who shall only deal with environmental aspects and who must have successfully completed an Environmental seminar organized by the FIM International Sustainability Commission (hereafter CID) or FIM AFRICA.
- 1.2** Appointment of an Environmental Steward is mandatory for all FIM AFRICA sanctioned events.
- 1.3** The Environmental Steward shall execute his/her duties as stipulated in the current FIM AFRICA Environmental Code to determine that competitors, organizers and venue owners adhere to their respective environmental responsibilities.
- 2** The Organizers shall be responsible for: -
- 2.1** The distribution of trash bags to each rider or provision of sufficient containers in pit, paddock and spectator areas.
- 2.2** Provide waste oil collector containers in the pit and paddock area.
- 2.3** These collection points must be clearly marked.
- 2.4** The washing of bikes will only be allowed at a designated wash areas identified by the organizer/venue owner.
- 2.5** Comply with ALL other requirements for organizers/venue owners as stipulated in the FIM AFRICA Environmental Code.
- 3** Competitors are responsible for: -
- 3.1** To remove all the waste generated by their team during and after the event.
- 3.2** Where organizers provide containers for waste they must be used as directed.
- 3.3** Waste must be retained by the team until the approved facilities provided by organizers can be used.
- 3.4** Where refueling or servicing is undertaking at events, riders must provide and use an approved environment mat to protect the ground.
- 3.5** A visible and working Fire Extinguisher must be present in the competitor’s pit area.
- 3.6** Washing of motorcycles will only be allowed at designated wash areas.
- 3.7** Comply with ALL other requirements for competitors as stipulated in the FIM AFRICA Environmental Code.
- 3.8** 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 USD50, 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.

APPENDIX "1" – PENALTIES

1.1 TIME PENALTY – MINIMUM

- 1.1.1 Speeding in the Paddock – 20 seconds.
- 1.1.2 Jumping or overtaking on a waved yellow flag – 20 seconds.
- 1.1.3 Jumping or overtaking when the medical flag is being displayed – 20 seconds.
- 1.1.4 Failure to observe instruction from the COC during a race – 30 seconds.
- 1.1.5 Failure to remove a camera from the helmet or anywhere on the rider's body. Not permitted to start.
- 1.1.6 Failure to observe instruction from COC during the race concerning an exhaust pipe infringement – 30 seconds.

1.2 EXCLUSION

The International Jury shall examine the evidence in all cases with may result in exclusion.

- 1.2.1 Working on a machine in the pre-race paddock or starting area.
- 1.2.2 Abuse (physical or verbal) or the use of foul language to an event official, competitor and spectator.
- 1.2.3 Failure to observe a direct instruction from the International Jury and/or event official.
- 1.2.4 Failure to observe the Environmental Code.
- 1.2.5 Falsification or absence of Technical Control identification marks.
- 1.2.6 Unsportsmanlike behavior by the rider and/or their family or pit crew.
- 1.2.7 Falsifying event entry or technical control documents.
- 1.2.8 Failure to submit to medical tests as prescribed by WADA.
- 1.2.9 Consumption of alcohol by the rider or their crew in the paddock.

APPENDIX -C PRIZE GIVING & DUTIES & NOTES

1. Individual Heat Awards

- a. Small trophies to be award for 1st 2nd and 3rd place riders per heat/class

2. Teams Awards

- a. Awards for the TEAM event
- b. Programme of events
 - i. Master of Ceremony Welcome all delegates and countries
 - ii. Opening speech by President of hosting FMN
 - iii. Speech by the President of FIMA or in his/her absence the Vice President
 - iv. Speech by Local FMN delegate
 - v. Dinner
 - vi. Awards Ceremony
 - 1. Class country awards (1st 2nd 3rd Country per class)
 - 2. Local FMN and FIMA delegate announce following year country venue
 - 3. Overall country (1st 2nd 3rd)
 - vii. Gift to hosting country
 - viii. Closure

3. Track closure

- a. Track to be closed for a minimum of 14 days prior to the event for all riders

4. Event Organiser

- a. The event organizer is responsible for the overall running of the event.
- b. The event organizer must appoint a Programme director to manage the Grand Parade, Media Liaison and Prize giving and Liaise with the Master of Ceremonies

5. Team Managers

- a. Team managers must be present at all Jury meetings

6. Media

- a. It is imperative to note that the responsibility of arranging local media for the Grand parade is on the hosting Federation in conjunction with the hosting venue/club.
- b. Sufficient local marketing and branding and advertising of the event MUST be done prior to the event
- c. The hosting Federation/Club MUST offer a live stream link of the event to the team managers prior to the event starting.
- d. Post event images/videos of the various classes and riders as well as podium heats and main prize giving must me supplied to FIMA MX Chairman and FIMA Secretary General within 3 days of the event.

7. Team Assistance

- a. The hosting Federation is obliged to arrange a reliable CLEARING AGENT for visiting

countries to make use of. The clearing agent fees are to be negotiated by the visiting federation however the HOSTING FEDERATION must guide on a reliable and trustworthy clearing agent.

- b. Travel and subsistence and motorcycle transportation costs remain the responsibility of the visiting country/federation teams.