



MOTORCYCLE SPORTS FEDERATION OF KENYA

2022 GENERAL & NATIONAL COMPETITION RULES FOR MOTOCROSS



MOTORCYCLE SPORTS FEDERATION OF KENYA

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RULES AND REGULATION

1. TITLE AND GENERAL

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

These rules shall govern the Kenya Motocross Championship for individuals for Junior and Senior riders. These events are organised according to the rules of the F.I.M. Sporting Code, Chapter 30: - "FIM Championship's and Prize Events" and FIM Africa Rules and Regulations and these NCR's.

The events will be held during the year as the Motorcycling Sports Federation of Kenya (MSFK) events (Senior and Junior Motocross).

Juniors: - MX PeeWee, MX 50 cc, MX 65 cc categories, MX 85cc (Lites)

Seniors: - MX 125 cc, MX 2, MX 1 and MX Vets / MX Masters

For WMX, see specification under article 3.2

All riders eligible to compete will feature in the individual results.

All events will count towards the National Championship. There will be a National Champion in each class; MX 50, MX 65, MX 85, MX 125, MX 2, MX 1 and MX Vets / MX Master.

A maximum of 9 motocross events to count for the 2022 championship

Other fun/club events may be held which are non-championship events.

2. RIDERS

2.1 (A) Licences

Participation at race meetings is restricted to MSFK Licence holders. Each rider will be asked to produce proof of age (Birth Certificate, ID, passport) at the time of applying for a Licence and if need be, during signing on at the first event of the season.

(B) Temporary Licence

A one-off Temporary Licence may be issued to a rider once a year.

The rider must be a valid member of an affiliated club and in possession of a valid Medical Certificate.

It will be at the discretion of the COC and the stewards to determine if such rider will participate and score points.

2.2 Guest Riders

May compete in a National event, but will not be eligible to score Championship points, subject to them being licence holders and authorisation from their respective FMN and subject to the rider signing an indemnity. Participation will be at the discretion of COC and Stewards.

2.3 Rider Number

Allocation of numbers will be done by Kenya Motor Sports Foundation at the beginning of the year.

Number 1, can only be allocated to the winner of the respective MSFK class in the preceding year if that rider is still riding in the same class he/she won in the preceding year.

3. MOTORCYCLES AND CLASSES

3.1 Motorcycles

The races are open to motorcycles as defined in Appendix A. - Motocross Technical Rules.

3.2 Classes

The recognised classes for the Kenya Motocross Championship are as follows: -

MX PEE WEE: Riders aged 3 to 6 years. Above the age of 5, the rider will ONLY be allowed to ride a maximum of 1 year; 12 months or equivalent of 8 races in Pee Wee class before being required to move to the MX 50 class.

Junior Classes*

MX 50: Riders aged 5 to 9 years

MX 65: Riders aged 7 to 12 years

MX 85: (Lites) Riders aged 10 to 14 years

Senior Classes*

MX 125 cc: Riders aged 13 to 17 years

MX 2: Riders aged 16 years & over

MX 1: Riders aged 17 years & over

VMX: Riders aged 35 years to 49 (Veterans),
Riders 50 years & over (Masters)

Veteran & Masters Classes:

There will be 2 classes raced together; Veteran and Master Riders on any capacity motorcycle. Veterans 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.

WMX: Lady riders aged 10 years and above on 85cc 2-stroke/150cc 4-stroke, and 13 years and above on 125cc 2-stroke motorcycles. Riders of 16 years and above may also compete on a 250cc 4-stroke motorcycle. Therefore, the Ladies Class will race as combined age/capacity class as one class. The Jury will decide if there are sufficient entries to divide the Class into MX-85 (Lites) and open.

If there should be insufficient entries to form a Ladies Class, the Ladies can join the respective capacity classes, and there will be no Ladies Class. However, a ladies Trophy may be awarded based on points and the Jury's decision.

**Lady riders are allowed to compete in their respective classes a maximum of one calendar year longer than the year in which the rider attained the maximum age allowed for the class.*

3.3 Definition of Ages

The minimum age begins on the rider's birthday and the maximum age is at the end of the calendar year during which the rider attains the maximum age. E.g. MX 50 cc class: the rider is eligible to start riding on his 5th birthday, and can compete in this class until the 31 December of the same year that s/he turns 9 years of age.

3.4 Classes

A minimum of three eligible riders will constitute a class.

3.5 Licenses

The MSFK license will indicate in which class a rider is eligible to compete based on the age. Subject to the written approval of the Motorcycle commission a rider may participate on a Motorcycle NOT conforming to the cc of classes as indicated above. The application must be in writing and must be prior to the event and will be subject to certain conditions.

3.6 Additional Races:

The programme may contain additional Support Races, but prominence must always be given to the MSFK classes. If necessary, the Clerk of the Course can change the time schedule of the additional races or cancel them. Other prominence will be given to FIM Africa classes

3.7. Medical Card

Riders will be required to produce the MSFK Medical Card at every race meeting

4. COURSE

4.1 Course Specifications - Junior

The length of the course will be between 0.6 km and 1.2 km and where possible have alternative routes

For MX Peewee, MX 50 cc & MX 65 cc 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 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 are recommended)
- c) The length of the start straight should not be less than 50m and should not exceed 120m (distance from the starting gate to where the straight turns into the first bend). There must be no jump in the first straight after the start and the starting area is to be level.
- d) The width of the first corner following the start should not be less than 6m and the turn should not exceed 90 degrees to the left or right and should be wide enough to accommodate the riders.
- e) All jumps must be suitable for the classes using them.
- f) "Washboards" are permitted. The maximum height for MX Peewee, MX 50 cc, MX 65 cc classes shall be defined as a number of consecutive semi-circular hillocks above the ground, it is recommended 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 should be available. Watering is to be conducted at the discretion of the Clerk of Course. Watering may only take place between races. Take offs and landings of jumps must not be watered during the heat and should watering be unavoidable between heats, 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.
- 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 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 should be adequately marked and enclosed. The outer limits of the track are to be clearly marked.
- j) Jumps should have safe landing areas free of obstacles and should be designed to safely accommodate 3 motorcycles riding abreast across the jump. The landing area should be wider by 1 m each side than the take-off. Minimum 6 metres take-off and 8 metres landing.
- 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, and pointing away from direction of travel. Tyres may be permitted if left lying flat on the ground. Tyres may be used at the discretion of the Clerk of the Course but no commercial or SUV vehicle or truck tyres are permitted.
- l) Spectators are to be kept away from the edge of the course by creating a 1 m 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 should be 6m for usable space. A distance of 3m should 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.

4.2 Course Specifications - Senior

See FIM Standards for Motocross Circuits (SMCC) and Arena Cross/Super Cross (SASXC). Length of Kenya Motocross Championship course should be for Motocross course, 800m minimum and 1.8km maximum, for a super cross course it should be 400m minimum and 600m maximum.

4.3 Washboards

"Washboards" are permitted. The maximum height for MX 85 cc, MX 125 cc, MX 2 and MX 1 classes shall be defined as a number of consecutive semi-circular hillocks above the ground, it is recommended no more than 0.5m high and approximately 2.5m between crests and with no restriction to the length of a "washboard" section. They must be placed after a turn, allowing an approach at slow speed.

4.4 New Motocross Track

The motorcycle commission must inspect and approve a new track prior to running a national motocross championship event. Clubs are encouraged to run a club event in such a track.

Safety

See FIM Standards for Motocross Circuits (SMCC)

Inspection

See FIM Standards for Motocross Circuits (SMCC)

Control

See FIM Standards for Motocross Circuits (SMCC)

5. ENVIRONMENT

Competitors should adhere to FIM Environmental Code as adopted by MSFK, in particular to:

- a) Each rider must use of environmental mats (absorbent top layer and liquid proof lower part) in their pits and ensure that no spillage of fuel, oil or other lubricants/contaminants occurs. Fuelling is allowed only when a bike is placed on an Environmental Mat.
- b) Each rider is responsible for appropriate handling of the waste generated by his/her team during the event. Where organisers provide the necessary containers for waste (litter, recyclable waste, waste oil and other chemical substances including oily solid waste) they must be used as directed.
- c) The organising club may provide a wash bay/drainage area as per the FIM Africa environmental regulations. Washing of bikes and parts are allowed in the designated Washing Bay are only.
- d) Each Pit Area must have a Fire Extinguisher
- e) Naked BBQ fire may be allowed in the non-pits areas at the discretion of the CoC

Penalties are applied for non-compliance (see below). In accordance with FIM Africa rules, the following penalties are applied in sequence:

- 1st Offence- Warning,
- 2nd Offence- Time and/ or Position penalties,
- 3rd Offence- Disqualification,
- 4th Offence- Withdrawal of Championship points,
- 5th Offence- Fine
- 6th or more offences- exclusion

Race organisers /promoter must have a minimum of 2 fire extinguishers

6. OFFICIALS

All officials, with the exception of the **ASN** Steward are to be appointed by the **Organising Club** such officials may in turn appoint their assistants.

6.1 Officials include:

OFFICIAL	NAME	MSFK/FIM Africa Lic. No.:
Race or Event Director	Only if deemed necessary by the organising club	
Clerk of Course		
Assistant CoC	If requested by CoC	
Event Secretary		
MSFK Steward		
Chief Medical Officer		
Chief Technical Steward		
Chief Time Keeper		
Starter		
Finisher		
Chief Safety/Security Officer		
Environmental Officer		
Chief Marshal		

6.2 Clerk of the Course

It should be noted that the Clerk of the Course reserves the right to exercise his discretion in all matters and is ultimately answerable to the organising club for all issues/matters relating to the event. The club in turn is answerable to the MSFK.

The Clerk of the Course shall be appointed by the organising Club. The "Clerk of the Course", must have successfully participated in a seminar organised by the MSFK/FIM/FIM AFRICA and hold a valid Clerk of the Course Licence from any of the above bodies.

The Clerk of Course must complete a CoC Report to be sent to the MSFK within 8 days after each event.

6.3 MSFK Steward

The Steward of each event/meeting must compile a Stewards report to be sent to the MSFK Secretariat within 7 days after each event. This report shall consider all matters relating to the event with particular focus on the implementation of Rules and Regulations, safety and environmental matters. Failure to send the report will result in a penalty to the Steward.

6.4 Medical and Environmental Officer

The Medical and Environmental Officer of each event will compile Report pertaining to matters under their purview. These reports must be sent to the MSFK Secretariat within 10 days after each event (see FIM AFRICA format).

7. SUPPLEMENTARY REGULATIONS

The Supplementary Regulations must conform to the official MSFK NCR's.

7.1 Acceptance of Entries:

- i) To constitute a class, there must be at least 3 eligible qualified riders at registration for the event.
- ii) Entries to a MSFK Motocross Championship event will be accepted for riders who are in possession of the valid MSFK licence and are eligible to ride in that category.
- iii) A competitor can compete in one class only during a race meeting. Notwithstanding FIM Sporting Code, Amalgamation of classes may take place but amalgamation does not upgrade a competitor to a higher class and does not serve to help meet the minimum number of starters for any class for the purpose of eligibility for championship points. Amalgamation must be acceptable by all riders.

7.2 Starting Field:

A maximum of 40 riders in each class will be allowed to participate in the event. If less than 40 riders enter for a race, all riders will be allowed to start. If more than 40 riders enter, then the field will be filled with the best placed qualifiers from a qualifying race.

8. 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) presented at scrutineering.

- 8.1 Each rider must present at scrutineering one motorcycle under his name and number. As for the second motorcycle, there are two possibilities: -

1. A rider can present a second motorcycle to scrutineering, under his name and number.
2. A rider can present a second motorcycle with the possibility to have it used by several riders. In this case, the rider 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.

- 8.2 Mass starts are forbidden during practice. Fastest riders should be started first in practice.

- 8.3 The Clerk of the Course has the right to combine classes for practise where numbers are lacking to save time.

- 8.4 **Riders briefing:** A compulsory briefing will be held between the officials and the riders at a suitable place. This briefing must involve the following persons: -
The Clerk of the Course, the Chief Flag Marshal, 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 MSFK Delegates.

During this briefing all matters relating to the circuit and safety will be discussed

9. RACES

9.1 Choice of Machine

A maximum of two machines per competitor is permitted. Riders have the possibility 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 classes must be run in 3 separate heats for: -

<u>Junior</u>		<u>Senior</u>	
MX Peewee:	8 minutes + 1 lap		
MX 50:	10 minutes + 1 lap	MX 125:	15 minutes + 1 lap
MX 65:	12 minutes + 1 lap	MX 2:	18 minutes + 1 lap
MX 85(Lites):	12 minutes + 1 lap	MX 1:	18 minutes + 1 lap
WMX:	12 minutes + 1 lap	VMX:	12 minutes + 1 lap

The minimum interval between heats (in one class) should be 90 minutes (however never less than 60 mins), but can be changed at the discretion of the Clerk of the Course.

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 will be 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.

9.3.2 The starting order of the riders for heats of the Kenya Motocross Championship will be in accordance to riders standing in National Championship or for 2nd and 3rd heat of the day result in previous heat.

9.3.3 The riders will proceed to the starting gate one by one, according to the predetermined starting order.

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. For the Kenya Motocross Championship, the starting gate should provide 30 positions for seniors and for juniors.

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 can receive assistance by his mechanic only at this position. The penalty for violation of this regulation is exclusion from the race in question.

9.3.7 The organisers should signal the start of each heat 15 minutes before the start time by means of a Public Address System where one is available.

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 the 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.

9.3.11 Starting blocks are permitted in all classes and must be presented to the starter for approval.

9.4 False Start

All false starts shall be indicated by waving a red flag. 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

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.

- 10.1 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.
- 10.2 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.
- 10.3 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 placing 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.
- 10.4 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.

11. OUTSIDE ASSISTANCE/COURSE CUTTING

- 11.1 Outside assistance on the course is forbidden during the qualifying practice (s) and the race (s), unless it is carried out by a marshal or officials appointed by the organiser carrying out his/her duty in the interests of safety. The penalty for violation of this regulation is exclusion of the competitor. Junior classes and MX-85 class riders will be allowed pick up by marshals and starting of bikes. **Any other outside assistance will be determined by the COC in conjunction with the stewards.**
- 11.2 During practices and races, consultation between team members and riders is restricted to the signal zone/mechanics area. Riders, who stop along the course to consult with others, may hinder the progress of other riders, and such action will be considered as outside assistance.
- 11.3 At the side of the track an area must be reserved for repairs during the practices and the races. In this specified area, the only persons allowed are the mechanics who may make repairs or adjustments to the machines, the signallers and the representatives of the industry.
- 11.4 Any part of the motorcycle, except the frame which must be sealed, can be modified, adjusted or replaced. Refer to item 17.1 of the FIM Africa Regulations. For silencers, refer to Art. 79.03 of the FIM Motocross Technical Rules.
- 11.5 Any refuelling must be done on environmental mat with engines dead.
- 11.6 Riders entering the repair zone must stop before returning to the track. Violation will entail exclusion from the race in question.
- 11.7 A rider who enters the paddock with his machine during the race will not be allowed to resume that race.

- 11.8 Radio communication with the riders will not be allowed.
- 11.9 At the starting gate, the use of any starting aid device by the rider is allowed.
- 11.10 Course cutting is forbidden. The penalty for attempting to gain an advantage by course cutting will be exclusion from the respective qualifying practice session or race. If necessary, further penalties will be determined by the clerk of the course.
- 11.11 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.
A rider deemed to have gained advantage will be given a time penalty or exclusion.

12. OFFICIAL SIGNALS

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

Signal		Meaning
Red Flag waved:	-	Stop Compulsory for everyone.
Black flag and a board with rider's number: - pointed toward rider	-	Rider indicated to stop on the next lap at the stop-go zone (technical zone).
Yellow flag - held stationary:	-	Danger, ride slowly, no overtaking, maintain position. Show caution. No jumping of jumps.
Yellow flag waved	-	Immediate danger, exercise extreme caution and be prepared to stop. No Overtaking and no jumping of jumps. Maintain position. Failure to observe the yellow flag will result in a penalty, including the possibility of exclusion. The CoC will have final say should there be a protest.
Blue flag waved:	-	Warning. You are about to be lapped. (The blue flag must be used by supplementary flag marshals, specialised for this flag only)
White Flag/Blue Cross:	-	Denotes the presence of medical staff on the circuit Or medical assistance required.
Green flag:	-	Course clear for start of race. (The green flag can only be used by a supplementary flag marshal during the start procedure).
Black and White (Chequered flag):	-	End of practice(s)/the race
Stop/Go Penalty:	-	At the discretion of the Clerk of Course with a Black Flag and the rider's 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.

Any Competitor not obeying any of the above signals may be subject to disqualification by the Clerk of the Course.

13. 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.

14. TECHNICAL CONTROL AND VERIFICATION

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

It is the discretion of the Clerk of Course on race day and at any race meeting to verify any motorcycle. This will be done in conjunction with the Chief technical steward on the day.

In the event of a motorcycle being deemed to have failed verification and its registered rider too have failed to rectify this within a stipulated time as provided by the Clerk of Course, the CoC will immediately disqualify the competitor from further participation and will refer the matter to the MSFK Motorcycle Commission.

14.1 Refusal

In the event of a **refusal** by a competitor to have the motorcycle verified or to subject to the Doctors verification, the competitor will be immediately disqualified by the CoC and a jury will be formed comprising the MSFK Steward, the Club Steward and any one official, (in absence of any of these any other official may be co-opted) that will deliberate and ratify the decision of the CoC.

14.2 Noise Control

Noise measurement by the use of sound level meter is not conducted in Kenya National Championship event. However, the Clerk of the Course may exclude a motorbike that causes excessive noise. Furthermore, the Clerk of Course may order a motorbike that has lost the whole or part of its exhaust system to the repair zone for rectification before continuing the event.

14.4 Fuel Control

14.4.1 A fuel control may be carried out at any time during an event, according to Art. 63.05 of the FIM AFRICA 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.

14.4.2 All requests for fuel control following a protest must be accompanied by a deposit of Kshs. 6000/= paid to the Secretary of the organising club.

14.4.3 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 pump fuel to a maximum octane of 105 will be allowed.

14.4.4 After the last control:

- The winning party will have its cost reimbursed.
- The losing party will have to pay the costs of all the controls carried out after deduction of deposits, which have already been paid.

14.4.5 The use of methanol is not permitted.

15. ANTI-DOPING AND ALCOHOL TESTS

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

15.2 It is the discretion of the Chief Medical Officer or Doctor in charge at any race meeting to carry out any anti-doping tests or verify alcohol abuse by any rider.

16. RESULTS

- 16.1 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/she: -
- (a) Has not crossed the finishing line within 7 minutes of the arrival of the winner.
 - (b) Has not covered 75% of the total number of laps completed by the winner.
 - (c) Rider must take the chequered flag
- 16.2 Under extreme conditions the above Clause 16.1 may be amended at the discretion of the Clerk of the Course in consultation with the Stewards. This must not disadvantage any Competitor.
- 16.3 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.
- 16.4 The winner of an event in each class is the rider who has obtained the most points irrespective of the number of races finished.
- 16.5 In case of a tie, the number of better placing 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.

16.5.1 All results must be ratified by the Clerk of the Course, MSFK steward and the Club Steward. It is compulsory for the organisers of the events to send by fax/e-mail within 72 hours after the event, the results of all races run to the MSFK Secretariat.

Continuous lap scoring is compulsory in addition to the standard method. Electronic timing systems may be used where possible.

17. 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 and all other finishers.

18. PROTESTS

Protests must be lodged and processed according to the Disciplinary and Arbitration Code of the FIM, the NCR's and the Supplementary Regulations and be accompanied by a fee of Kshs. **15,000/-** returnable if the protest is justified.

All protests must be submitted in writing and signed only by the person directly concerned.

For participants under the age of 18 years, the registered Guardian will be required to countersign the protest.

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 FIM Sporting Code.

If the protest entails dismantling a machine, the protest fee must be accompanied by a further additional Kshs. 10,000/-. It is the right of the rider whose machine has been protested to choose the mechanic to carry out such dismantling. Dismantling a machine must be carried out in the presence of both parties the COC and MSFK Steward.

Protests entailing a fuel control must be accompanied by a further additional Kshs. **15,000/-**

The losing party is liable for all costs in any protest should these be incurred. These costs will be determined by the COC and his appointed officials.

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

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

The Jury must settle any dispute and impose penalties according to the provisions laid down in the Disciplinary and Arbitration Code.

Following a protest, the organising club will inform the event participants of the protest(s) subject and the outcome.

19. PODIUM CEREMONY/PRIZES

The first three riders from each class may take part in the podium ceremony which may take place immediately after the last race of the day **(subject to confirmation by the organisers)**. Organisers may present prizes to the riders on the day of the competition after completion of the final races. All riders should attend the prize giving. Non-attendance could result in the forfeiture of any prizes, medals and championship points.

20. PRESS CONFERENCE

The winner of each race, the overall winner and other riders invited at the discretion of the organisers may 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.

21. ALCOHOL BAN

All officials and competitors/participants must observe the alcohol ban until the end of the meeting had been declared finished by CoC

22. SUGGESTED TIMETABLE - CIRCUIT AND PRACTICE

Day before Race:

Circuit Control

Race Day

Technical Control and Verification

Signing on

Riders Briefing and Stewards Meeting

Practice Sessions

MX Peewee

MX 50 cc

MX 65 cc

MX 85 cc

MX 125 cc

MX 2

MX 1

Veterans

RACE PROGRAMME

1 st Heat	MX Peewee
1 st Heat	MX 50 cc
1 st Heat	MX 65 cc
1 st Heat	MX 85 cc
1 st Heat	MX 125 cc
1 st Heat	MX 2
1 st Heat	MX 1
1 st Heat	MX Vets / MX Masters

2 nd Heat	MX Peewee
2 nd Heat	MX 50 cc
2 nd Heat	MX 65 cc
2 nd Heat	MX 85 cc
2 nd Heat	MX 125 cc
2 nd Heat	MX 2
2 nd Heat	MX 1
2 nd Heat	MX Vets / MX Masters

3 rd Heat	MX Peewee
3 rd Heat	MX 50 cc
3 rd Heat	MX 65 cc
3 rd Heat	MX 85 cc
3 rd Heat	MX 125 cc
3 rd Heat	MX 2
3 rd Heat	MX 1
3 rd Heat	MX Vets / MX Masters

The Race Programme can change at the discretion of the Clerk of the Course.

Posting of all results 30 minutes after the last heat.

Prize giving and announcements approximately one hour after the last heat.

Appendix A: Technical Regulations

Applicable to Motocross Motorcycles for competitions organised by the MSFK (to be read in conjunction with the FIM Technical Rules)

1. JUNIOR MOTOCROSS

1.1	Class	Engine capacity	Wheel size
	MX PEE WEE		
	MX 50 cc:	0cc to 52cc	max 12"front/rear
	MX 65 cc:	58cc to 65cc	max 14"front/12"rear
	MX 85 cc:	79cc to 85cc (2 stroke)	max 17"front/14"rear(small) max 19"front/16"rear(big)
	MX 150 cc: 4T	110cc to 150cc	Max 19" front / 16" rear (big)

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 of MX 50cc class, which will be:-

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

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 pump fuel to a maximum octane of 105 will be allowed. The use of methanol is not permitted.

1.6 Fuel Tests

MSFK may direct the administration of fuel tests. Such direction must be by written document. (Fuel Test Order) and must be delivered to the Clerk of the Course before the meeting.

2. SENIOR MOTOCROSS

2.1 Classes:

(A)	CLASS	MINIMUM cc	MAXIMUM cc
	MX 125	100cc(2T)	125cc(2T)
	WHEEL SIZE Minimum	21" FRONT	min18", max 19" REAR
	MX2	100cc (2T) 175cc (4T)	150cc(2T) 250cc(4T)
	WHEEL SIZE Minimum	21" FRONT	min 18", max 19" REAR
	MX1	200cc(2T) 250cc(4T)	650cc(2T/4T)
	WHEEL SIZE Minimum	21" FRONT	min 18", max 19" REAR

(B) MX VETS / MX MASTERS AS PER MX 125, MX2, MX1 SIZES

2.2 Number plate colours

MX 125cc	Black numbers on a white background
MX 2	White numbers on a matt black background
MX 1	Black numbers on white background
VMX / MX VETS / MX MASTERS	Black numbers on yellow background
WMX	Black numbers on a blue black 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 Clerk of Course 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 pump fuel to a maximum octane of 105 will be allowed. The use of methanol is not permitted.

2.4 Fuel Tests

MSFK may direct the administration of fuel tests. Such direction must be by written document (Fuel Test Order) and must be delivered to the Clerk of the Course before the meeting.

2.5 Rider Responsibility for protective gear

It is the responsibility of the rider to select a helmet and apparel which will provide appropriate protection.

The organisers do not endorse or guarantee a specific product or manufacturer. Riders must rely on their own judgment in the selection of helmets and apparel for adequate protection.

2.6 Engine capacity

MSFK may direct the Administration of Engine Capacity. Such direction must be by written document (Engine Test Order) and must be delivered to the Clerk of the Course.