



GENERAL SPORTING REGULATIONS (GSR'S)

The contents of these GSR's take effect from 1st January 2026

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Please consult the website for category regulations, as well as any updates or amendments made during the current year.

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FIM AFRICA BOARD OF DIRECTORS

President

Vice President

Director (Sporting)

Director (Beyond Sporting)

Secretary General

(An additional Director can be appointed by the Board of Directors should it be deemed necessary)

Refer FIM AFRICA Statutes Article 11

SPORTING COMMISSIONS

Motocross Commission

Cross Country/Enduro Commission

Rally Raid (future Commission)

Circuit Racing (Commission)

DEFINITIONS

FIM AFRICA GENERAL SPORTING REGULATIONS (GSR) is a set of rules established by the FIM Africa which governs motorcycle events held under its authority.

APPENDICES TO THE CODE

Appendices corresponding to each discipline or Championship must be established according to the GSR. Any new or supplementary rule established and approved by the BOD must be included in the GSR or its Appendices. In case of a conflict between the GSR and its Appendices, the GSR will prevail.

RECOGNITION OF AUTHORITY

Any FMN or corporate body organising or any individual participating in an event is deemed to know this Sporting Code and its Appendices, as well as the Supplementary Regulations for the event and undertakes to submit, without reservation, to all provisions and consequences thereof. Furthermore, the organisers or participants renounce the right to all legal proceedings before a civil court which is not provided for in the Disciplinary and Arbitration Code until the procedure for protests and/or appeals, as provided for in the Disciplinary and Arbitration Code and the Appendices of the GSR have been exhausted. Then, the legal tribunal for any dispute is through the FIM International Court of Appeal.

INTERPRETATION OF FIM AFRICA GENERAL SPORTING REGULATIONS

In case of dispute, the FIM Africa BOD is the supreme authority which decides on the interpretation of the rules of the GSR and its Appendices. In case of dispute, regarding interpretation, or if there is any difference between the different texts, the English text will prevail.

MODIFICATIONS OR ADDITIONS TO THE GENERAL SPORTING REGULATIONS AND ITS APPENDICES

Any modification or addition to the GSR, after approval by the General Assembly, will be published with the effective date of enforcement. Any modification or addition to the Appendices after approval by the BOD, will be published with the effective date of enforcement.

EVENTS



TYPES OF EVENTS

In general, the FIM Africa distinguishes between the following types of events among its various disciplines:

- a) FIM Africa MXOAN – Continental motocross (team)
- b) FIM Africa X Race – Continental enduro (individual)
- c) FIM Africa Prize Events [Regional involving 2 or more countries and a FIM AFRICA Supported being an event observed for future inclusion on the FIM Africa calendar providing the relevant criteria is met]
- d) Reserved [future circuit racing]

The GSR and its Appendices will apply for their organisation. FIM Africa Championships and Prize Events are open to riders of any FMN holding the relevant FIM competition licence, unless otherwise stated in the sporting rules of the relevant discipline. Riders coming from other CONUs are admitted to take part in the African Championships. Provided that:

1. The rider is holder of a current FIM competition licence and a starting permission regularly issued by rider's own Federation.
2. The rider is holder of a current FMN National competition licence and of a starting permission issued by rider's own National Federation.

NATIONAL RACES RUN DURING A FIM AFRICA EVENT

- a. A National race may be included in a FIM Africa Event.

EVENTS WITH RACES OF AUTOMOBILES AND MOTORCYCLES AT THE SAME EVENT

- b. Any combination of races for automobiles and motorcycles of 2, 3 or 4 wheels is forbidden at any event in which the programme includes events counting towards an African Championship or FIM AFRICA Prize event, except for Drag bikes.

RACES BETWEEN 2 AND 3-WHEELER MOTORCYCLES, QUAD RACERS AND/OR AUTOMOBILES ALL TERRAIN RAIDS, BAJAS AND RALLIES

- c. For safety reasons, concurrent races between automobiles and motorcycles of 2, 3 or 4 wheels and Snowmobiles are forbidden except for All Terrain Raids.

UNAUTHORISED EVENTS

- d. The organisation, running or participation in an African event not conforming to the FIM Africa GSR, or which is not approved by the FMN is not allowed and will not be recognised by FIM Africa. Individuals or corporate bodies involved in such an event (organiser, sponsor, circuit owner, promoter, rider, passenger, manufacturer, official) will become liable for penalties which will be applied by the FIM Africa.

CIRCUITS, TRACKS AND VENUES

All circuits, tracks and venues, etc. used for African Championships and FIM Africa Prize Events must be in conformity with the standards stipulated in the respective Appendices of the GSR and must be homologated by FIM Africa or FIM, as decided by the appropriate Commission. Circuits, tracks and venues used for FIM Africa Supported Events and National events must be homologated by the FMN.

When an event crosses the territory of several FMNs, the FMN must obtain the written approval of all FMNs concerned.



THE CALENDAR [FIM GSR 2]

Each year the FIM Africa will publish online on its website the list of all FIM African Championships, Prize Events with details of circuits, tracks, venues and classes, to be held during the year in the different countries which are under the jurisdiction of the FIM Africa or FMNs. The list is called the "FIM Africa Calendar" (hereinafter called "the Calendar").

The Calendar for FIM Africa Events can be updated throughout the year on application to FIM Africa Administration. It is updated regularly by publications which give details of all additions or alterations to the FIM Africa website.

ESTABLISHMENT OF THE CALENDAR

For all events which will count towards one of the African Championships or Prize Events in the following year, FMNs must submit their applications 20 days before the FIM Africa Annual General Assembly. The application must include the date and the venue/circuit/track. Alternative dates may be quoted. Before the meeting of the FIM Africa Commission, applications for African Championships and Prize Events will be examined by the appropriate Commission which will fix the dates, venues/circuits/tracks and classes, subject to final approval by the FIM Africa BOD.

The FIM Africa Commission is free to allocate these dates, after taking into account the priorities listed below and in the best interest of the motorcycle sport in general, and also by avoiding whenever possible the allocation of events within the same discipline on the same dates or at locations which are too close to each other.

FIM Africa supported events, with details of classes, if necessary, must be published by the FMNs directly. Each event listed in the FIM AFRICA Calendar will have a FIMA Permit. This number must be quoted in all correspondence relating to the event in question. (See reference to Licences).

ORDER OF PRIORITY FOR EVENTS IN THE CALENDAR

The order of priority for events in the Calendar is as follows:

- a) African Championship
- b) FIM Africa Prize Events (Cups, Trophies, Supported etc.)
- c) FIM Africa Supported Event (FMN may only apply for one FIMA Permit per discipline)

CALENDAR OF FIM AFRICA CHAMPIONSHIP AND PRIZE EVENTS.

ADDITIONS AND ALTERATIONS TO THE FIM African CALENDAR

FMNs wishing to organise an event carrying a FIM Africa title must have fulfilled the following conditions:

- a) If the number of written applicants for events counting towards an African Championship or Prize Event exceeds the total number required, the BOD, may upon the proposal of the appropriate Sporting Commission, impose additional qualifying conditions and/or decide upon an annual rotation between the applicant FMNs.
- b) If the minimum number of applications is not met, the appropriate Sporting Commission can put a proposal forward to the FIM Africa BOD, to allow an exception.
- c) If it is impossible for an FMN to accept the date allocated by FIM Africa at the FIM Africa General Assembly, the FMN can withdraw the original application and/or make a new application for a change of date or venue, stating valid reasons. This will be decided in principle at the first meeting of the appropriate Sporting Commission.
- d) If the new date application is refused by the Sporting Commission and this refusal is confirmed by the



- BOD, the FMN may immediately withdraw the application for the event.
- e) In which case, the FIM Africa may grant the event to another FMN whilst still maintaining the date originally planned. e. Applications for changes of date received later than the 30th of November cannot be accepted. In cases of "force majeure" left to its own judgement, the BOD may decide to change the date of an African Championship or FIM Africa Prize Event after the ratification of the Calendar but at the latest 4 months prior to the event date.
 - f) The official Calendar, for the following new year, will be published after meeting with the Commission Chairman and BOD by August of each year either by electronic means or in person.
 - g) In case of a subsequent cancellation, including any event for which a date change has been refused, the penalties as detailed in Art.3 [By-Laws Fines & Penalties] will apply. Furthermore, any application from the FMN in question will not be considered when Championship dates for the same competition are fixed for the following year.
 - h) If so, requested by an FMN, the FIM Africa BOD may decide to waive the above-mentioned penalties, but only provided that the cancellation was due to an insufficient number of entries or a genuine case of "force majeure" accepted as such by the FIM Africa.
 - i) In case of changes of dates or cancellations, the FIM Africa Administration as well as all riders whose entries are submitted, must be informed about this. In case of a change of date, the submitted entries will only be valid if the riders confirm acceptance of the new date of the event.

SERIES OF EVENTS

The organisation of a series of Events in the form of races or heats as an FIM Africa Event. Should the Series be held in several countries, and where riders of different FMNs take part, the application must be submitted 6 months prior for approval to the FIM Africa BOD/Commission by the FMNs involved. Such events require a special authorisation from FIM Africa BOD and the FIM.

INSCRIPTION

All calendar inscriptions must be approved by The Board of Directors.

AFRICAN CHAMPIONSHIPS AND FIM AFRICA PRIZE EVENTS

In accordance with detailed conditions contained in the Appendices relating to each sporting discipline, the FIM Africa recognises the African Championships and FIM Africa Prize Events. The details of which are published by FIM Africa.

CATEGORIES OF EVENTS

All events (African Championships or FIM Africa Prize Events) may be changed before the appropriate registration closing date to a higher or lower championship category, upon the proposal of the appropriate Sporting Commission subsequently confirmed by FIM Africa BOD.

ELIGIBILITY CRITERIA

The African Championships and FIM Africa Prize Events are subject to the following conditions:

INDIVIDUAL AFRICAN CHAMPIONSHIPS

For the different Individual African Championships (except for Track Racing), a minimum of three **(3) events per class** must be inscribed in the Calendar. Only the FIM Africa BOD may decide, on proposal from the Sporting Commission, for different number of races.

The different events counting towards an African Championship must each be organised by a different FMN. Exceptions can be made with the approval of the FIM Africa BOD.



Individual African Championships for Track Racing will be organised by using the appropriate system [as determined and approved by the sporting commission] in qualification rounds at different levels followed by a final or a final series.

The number of the different qualification rounds will be determined by the Track Racing Commission.

TEAM AFRICAN CHAMPIONSHIPS

The National Team African Championships (except for Track Racing) are organised in one event. ***Riders must have a passport or permit of residence of the FMNs Country which they represent.*** (Cognisance must be taken of the FMN regulations, because some FMN's do not allow riders with a resident permit to represent the country in which they reside).

FIM AFRICA PRIZES

The FIM Africa BOD decides on the proposal from the appropriate FIM Africa Sporting Commission according to the experience of the previous years, the maximum and/or minimum number of events required for a FIM Africa Prize to be inscribed in the Calendar in order that they may be valid and determines at the same time the organising methods.

ORGANISATION OF AFRICAN CHAMPIONSHIPS AND FIM AFRICA PRIZE EVENTS

Events of African Championships and FIM Africa Prizes may be organised:

1. By an FMN.
2. By any individual or corporate body when authorised to do so by the FIM Africa and FMN for events within its own territory.
3. The BOD may authorise the organisation of one or more motorcycle events in a country where there is no FIM Africa affiliate, under the supervision of an FMN, with the prior consent of the latter and the organiser of the event, under conditions which are to be determined in each case by the BOD;
4. If an FMN is prohibited by law from holding an event within its own territory, it may, with the approval of the BOD, hold events of FIM Africa Championships and Prizes on circuits belonging to another FMN, subject to the approval of that FMN.

CONDITIONS TO ORGANISE CERTAIN FIM AFRICA CHAMPIONSHIPS

These conditions must be described in the sporting regulations for the event and approved by FIM Africa.

RESPONSIBILITY FOR ORGANISATION

All events counting towards an African Championship or FIM Africa Prize are allocated to FMN's. Accordingly, the FMN is held directly responsible to FIM Africa for the organisation, whether or not the event is organised by the FMN itself.

ACCEPTANCE OF RIDERS

The organiser of an event counting towards an African Championship or FIM Africa Prize Event must accept riders according to the current SSR's established by each Sporting Commission.



CLASSIFICATION

INDIVIDUAL FIM AFRICA CHAMPIONSHIPS.

For all African Championships designated for riders, passengers and manufacturers (if applicable). All organised events counting towards the corresponding African Championship will be taken into consideration. However, the BOD is entitled, on proposal of the appropriate Sporting Commission and in exceptional circumstances, to decide deviating from this principle. The appropriate Sporting Commission is responsible for making a proposal to the Sporting Director of the number of results that will count towards the final classification of a Championship. The classification of the riders and passengers is based upon the number of points gained by them in the different rounds of the Championship after considering the regulations applicable to the competition.

The points which will be awarded for each competition are mentioned in the "SSR's of the discipline concerned. The points will be awarded individually to each rider and to each passenger.

In case of a tie at the end of a Championship series it will be decided by the majority of better placings. If a further tie exists, it will be decided in the following order: by the better placing in the last, in the last but one, or in the last but two results of events counting towards the Championship in question, etc.

TEAM CHAMPIONSHIP

Classification will be made according to the appropriate SSR's for these Championships.

FIM AFRICA PRIZES

These will be established in accordance with the SSR's laid down by the appropriate Commissions.

MEDALS/PLATES AWARDED BY THE FIM AFRICA

AWARDS FOR THE AFRICAN CHAMPIONSHIPS AND FIM AFRICA PRIZES DESIGNATED FOR RIDERS/PASSENGERS

For the FIM African Championships designated for riders and passengers (if included), FIM Africa Medals may be given to the first three riders and passengers (if included) at the end of the last event and a plate to the first classified after the publication of the final standings.

AWARDS FOR THE AFRICAN CHAMPIONSHIPS DESIGNATED FOR NATIONAL TEAMS

For the first three National Teams, FIM Africa Medals, may be given per team member and a Floating trophy for the first National Team classified after the publication of the final standings.

CHALLENGES AND TROPHIES

For FIM African Championships and FIM Africa Prize Events, no challenge or trophy can be awarded without prior approval of the BOD. Following the proposal of the appropriate Commission, the BOD will decide upon the regulations for the awarding of such challenges and trophies if they are not already stipulated in the corresponding competition regulations. A holder of a challenge or trophy is responsible for any damage or loss that may occur during the period it is in his possession. A certificate must be issued for trophies and challenges for which no replica has been provided according to the regulations.

INTERNATIONAL OFFICIALS

The FIM GSR art; 143,147 & 148 – details the officials in charge of different functions at the FIM Africa event, as well as the required qualifications.



DIRECTION AND CONTROL OF EVENTS

The direction and supervision of events, as well as the judicial procedure, are the responsibility of the international jury, appointed by FIM Africa.

OFFICIALS OF THE EVENT

The International Jury [I J] consists of: the President of the Jury, The FIM Africa delegate/Foreign Jury Member and FMN Member. [Only these members have voting rights]

The following may attend the IJ meetings but without voting rights

- a) Clerk of the Course
- b) Race Director
- c) Chief Steward and the FMN nominated Steward
- d) Chief Technical Steward
- e) Chief Timekeeper
- f) Chief Medical Officer (CMO) / Chief Medical Coordinator
- g) Starter
- h) FIM Africa Delegate and/or FIM Africa Representative
- i) FMN Delegate
- j) Secretary of the Meeting
- k) Environment Official

FIM Africa maintains an up-to-date file on its continental officials and has the right to renew or cancel an appointment whenever necessary. All these officials and their assistants are subject to the authority of the Clerk of the Course. An exception to this rule is made for the International Jury.

OFFICIALS LICENCE

Any of the following officials must, when on duty at FIM African Championships or FIM Africa Prize Event, be a holder of the appropriate FIM Africa or FIM international officials' licence valid for the current year:

1. Jury President
2. FIM Africa Delegate/Foreign Jury Member
3. FMN nominated Delegate/Steward
4. Clerk of the Course
5. Race Director
6. Chief Technical Steward
7. Environment Official
8. Chief Medical Officer/Chief Medical Coordinator
9. Chief Marshal/Safety Officer

It is obligatory for FIM Africa Officials to attend a FIM AFRICA Seminar to obtain officials licences for COC, Sporting Steward and Technical.

APPOINTMENT OF OFFICIALS

OFFICIALS FOR AFRICAN CHAMPIONSHIPS AND FIM AFRICA PRIZE EVENTS

The officials appointed by FIM Africa are the President of the Jury, the FIM Africa Delegate/Foreign Jury Member, and the Race Director. All other officials are appointed by the FMN who must ensure that their appointed officials are current holders of the necessary FIM Africa official's licenses.



INCOMPATIBILITIES OF INTERNATIONAL OFFICIALS

A Member of the International Jury may not be a parent, rider, passenger, sponsor or have an executive function in the Organisation and participate in any FIM AFRICA event.

FIM AFRICA DELEGATE/FIM AFRICA Foreign Jury Member

In addition to the aforementioned officials, FIM Africa may appoint Delegates or Representatives for representation or supervision purposes.

FMN DELEGATE

The FMN delegate, appointed by the FMN and acting as a Jury member at an FIM Africa Championship or Prize Event, must ensure that the GSR, its Appendices, any Standards for Organisers published by the relevant Sporting Commission, the Supplementary Regulations and the official programme are respected.

CLERK OF THE COURSE

The Clerk of the Course is responsible for the conduct and efficient running of the event [See GSR 156]. The Clerk of Course cannot be a voting member of the International Jury. His essential duties are:

- i. To ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty during the whole event.
- ii. To verify the identity of the riders and passengers, the correct numbering of the motorcycles, and that there is nothing to prevent a rider or passenger from participating in the event, e.g. suspension, disqualification or any other ban on participating.
- iii. To postpone the start of an event for an urgent case of safety or for any other case of "force majeure" or to proceed with the improvement of the conditions of the circuit, track or venue. To stop or cancel a part or the entire event, it must have the approval of the Int. Jury.
- iv. To prevent a rider, a passenger or a motorcycle from starting, or to order his withdrawal from the practice or race if he considers such action necessary for safety reasons.
- v. To ensure that the FIM Africa Event SR's [GSR 87] are applied and respected, he may propose penalties to the International Jury.
- vi. To order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge. If it concerns a rider and/or his mechanic(s), it can only be done after a decision of the International Jury.
- vii. To notify the International Jury of all decisions to be taken or already have been taken, and of any protest addressed to him.
- viii. To collect the reports of the timekeepers and other executive officials and all other information necessary to present his report to the International Jury, and to have the provisional results of the event approved.

RACE DIRECTOR

For particular events a "Race Director" will be nominated by the FIM Africa in connection with the promoter. His duties are described in the relevant Sporting Rules.



CHIEF TECHNICAL STEWARD

The Chief Technical Steward must verify the machines, racing apparel and clothing in accordance with the FIM Africa/FIM Technical Rules and the Standing Supplementary Regulations.

CHIEF TIMEKEEPER

The Chief Timekeeper appointed for an African Championship or FIM Africa Prize Event or for an African Record attempt must be an FIM AFRICA approved timekeeper, necessary for the sporting discipline and must have been in charge of telemetry-based timekeeping at National FMN level.

ENVIRONMENT OFFICIAL

The Environment Steward shall be responsible for all environmental aspects.

His duties are as follows:

- a) He must have access to all information concerning the event, and must be able, prior, during and after the event, to give recommendations to the Jury President on all aspects of the event which may have potential environmental consequences.
- b) He shall draw up a report on the basis of a checklist prepared by the relevant Sporting Commission and send it to the FIM Africa Administration and give a copy to the Jury President.
- c) He has free access to all places of the track and paddock to control and check on environmental aspects, without disturbing anyone. His knowledge will be used to develop all environmental aspects and instruction of officials during seminars for the various disciplines, as well as for riders, organisers and the public.

MEDICAL OFFICER

- a) Must be a fully registered medical practitioner authorised to practice in the relevant country.
- b) Must have attended and passed a FIM Africa in-person or online Medical Seminar/webinar and must be familiar with the FIM Medical Code & FIM Anti- Doping Code.
- c) Must have malpractice insurance appropriate to the relevant country where the event is being held.
- d) Is responsible for the quality and positioning of medical and paramedical staff and vehicles under his control in cooperation with the Clerk of the Course.
- e) Must brief the medical staff prior to the start of the first practice session of the event, as well as debrief the staff after the event.
- f) Must inform and update the Clerk of the Course regarding the condition of injured riders by using and filling in a Medical Condition Form.
- g) Will prepare a list of injured riders (Medically Unfit List) for the FIM Africa Jury/Race Direction.
- h) Shall examine riders who crashed during practice or race to ascertain that they are medically fit or not to continue in competition.

All riders injured during an event who avoid a special medical examination must be placed on the Medically Unfit List and must be present for participation until the examination has fulfilled.

THE INTERNATIONAL JURY

The International Jury always consists of the Jury President, the Foreign Jury member and FMN delegate. To solve particular problems, a Member may be chosen from among the FMNs delegates. If present and where possible, priority should be given to a member of the relevant Sporting Commission.

All these persons must hold a FIM Africa or FIM Sporting Steward licence for the respective discipline.



The following persons may attend meetings of the International Jury/Race Direction but without voting rights:

- i. The Clerk of the Course
- ii. Chief Technical Steward
- iii. Chief Medical Officer or the Doctor
- iv. The Environment Steward
- v. Chief Marshal
- vi. The BOD members, the Members of the concerning Sporting Commission, the FIM Africa Secretary General

The Jury Secretary as well as the Secretary of the Meeting need not have a FIM Africa licence.

If the Jury President appointed by the FIM Africa is prevented from arriving at the event in time, the present Jury Member(s) may name a replacement, with priority given to an official who is member of the relevant commission and then the FMN delegate.

If the FIM Africa Delegate appointed by FIM Africa is prevented from arriving at the event in time, the present Race Direction members may name a replacement, with priority given to an official who is a member of the relevant commission.

The Jury President / FIM Africa Delegate for African Championships and FIM Africa Prize Events, the Jury President/Delegate is appointed by the FIM Africa. He must ensure that the decisions of the International Jury/Race Direction conform to the rules of the GSR, to the regulations published by the FIM Africa and the Supplementary Regulations of the event. He shall determine the times of the Jury/Race Direction meetings and, if necessary, convene any extraordinary meetings. He has the right to invite guests to the Jury/Race Direction meetings, when or if appropriate for the event.

He is responsible for the communication with the FMN Delegates. In the case of the absence of the Jury President, he is to be replaced by a Delegate from an FMN (if possible, not FMNR) and should if possible be a member of the Sporting Commission.

DUTIES OF THE JURY PRESIDENT.

The Jury President shall call a meeting of the Jury/Race Direction before the first official practice session and during this meeting the Jury/Race Direction shall approve the following matters:

- i. Amendments, if any, to the SR after they are approved by the FIM Africa verifying that all the riders and participants engaged have been informed thereof (FIM GSR Art. 100.3).
- ii. Report of the Secretary of the Meeting stipulating that all riders and participants engaged are in possession of their respective licences as well as all officials with any responsibility for the running of the event.
- iii. Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event.
- iv. Report and control of the safety standards of the event
- v. Control and approve any amendments or requests for extra safety measures as mentioned in the track inspection report.
- vi. Control of the official permission from the local authorities to run the event and of the third-party insurance policy of the organiser.
- vii. Check credentials of all delegates attending the Jury Meetings.



At the end of each day of official practice the Jury President/FIM Africa Delegate will call a meeting of the International Jury/Race Direction to hear the reports of the Clerk of the Course, the Secretary of the Meeting and any other appropriate officials.

At the end of the event, during the last meeting of the International Jury/Race Direction, the President/Delegate, together with the Clerk of the Course, must sign the official classification of the event. He must also sign with the Secretary of the Jury/Race Direction, all Minutes of the meetings.

Moreover, the Jury President must send the accident report form(s), filled in by the Chief Medical Officer (CMO), promptly to the Federation(s) of the interested rider(s)

For African Championships and Prize Events, he shall send the following documents to FIM Africa Administration within **72 hours** of the finish of the event:

1. Jury Presidents report (using the official form).
2. Details of any protests submitted together with the fees collected or proof of eft or card payment.
3. Environmental report.
4. Medical reports.

TERMS OF REFERENCE OF THE INTERNATIONAL JURY/RACE DIRECTION and STEWARD'S PANEL

The International Jury/Race Direction exercises supreme control of the event but only in respect of the application of the FIM Africa Codes, FIM Africa regulations and of the SR which it must ratify. Consequently, the Jury President/Delegate and the Members of the Jury/Race Direction are responsible only to FIM Africa. They are responsible for the sporting side of the organisation of the event in which they have an executive function. All civil and legal responsibilities lie with the organisers and/or FMN. The International Jury/Race Direction may authorise an alteration to the SR or to the programme provided the regulations, as set out in FIM GSR Art. 100.4 are observed.

The Jury/Race Direction is not authorised to make alterations or additions to the FIM Africa rules, but is entitled to take decisions in the exceptional cases provided for below:

1. The International Jury/Race Direction is the only tribunal of the event competent to adjudicate upon any protest that may arise during an event, subject to the right of further appeal.
2. If applicable, the FIM or FIM Africa appointed Steward together with the FMNR Steward is the only tribunal of the event competent to adjudicated upon an appeal against a decision of Race Direction, subject to the right of further appeal.
3. The International Jury/Race Direction/Stewards must settle any penalties according to the conditions laid down in Schedule of Fees [Fines & Penalties] of the FIM Africa By-Laws Disciplinary and Arbitration Code.
4. The International Jury/Race Direction is entitled either on its own initiative or on request of the organiser or the Clerk of the Course, to delay the start of an event, to have the circuit, track or venue improved, to prematurely stop or cancel part or the entire event because of urgent safety reasons or for any other reasons of "force majeure"



PROCEDURE AT JURY/RACE DIRECTION MEETINGS

Decisions of the International Jury/Race Direction are based on a simple majority. In the case of a tie the President/FIM Africa Delegate will exercise a casting vote (see FIM GSR Art. 50.2.2).

PUBLICATION OF DECISIONS OF THE JURY

All decisions of the International Jury/Race Direction necessary for the running of the event as well as the results must be published as soon as reasonably possible. The decisions must be published at least in one of the official languages of the FIM Africa [English is preferred]

MINUTES OF THE JURY/RACE DIRECTION MEETINGS

The Minutes for all African Championships and FIM Africa Prizes must be written in one of the official FIM Africa languages. They are to be prepared by the Jury Secretary to the Jury/Race Direction and must be signed by him and the Jury President/FIM Africa Delegate. A copy of these Minutes must be sent to the Administration within 72 hours after the event.

The Minutes must state in detail any penalties imposed, the decisions taken concerning any protests received (copies of which must be attached), the details of any accident which may have occurred, any possible irregularities observed, as well as the opinion of the International Jury/Race Direction regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

FMN DELEGATE

Each FMN which has at least one rider or a national team participating, with the exception of an event where Race Direction is appointed, is entitled to be represented by a National Delegate, and holds a current Sporting Steward's licence. All such nominations must be submitted in writing to the FMN. The FMNs must inform the FMN of the name of their Delegate not less than 15 days prior to the event as well as presenting an official FMN letter, to the Jury President, confirming that they are the FMN's delegate. This National Delegate represents its FMN and the riders entered by that FMN. He is entitled to:

1. Attend the open meetings of the Jury, as observer.
2. Receive documents, including the Jury Minutes, during the entire event.
3. Explain his questions to the Jury President so that the International Jury is aware of all circumstances
4. Receive passes to be present at important places during the event.

If necessary, the Jury President will arrange a meeting during the event with FMNs' Delegates to explain the work of the International Jury and to receive the remarks of the FMNs' Delegates.

PARTICIPANTS [see FIM GSR 127]

NATIONAL TEAMS

National teams (e.g. South Africa, Morocco, and Zambia) are nominated exclusively by their respective FMN. An organiser is not entitled to designate National teams. Members of national teams (except sidecar passenger) must be holders of the passport of the country, or in possession of a Permit of Residence of that country which they represent (depending on the country rules and regulations).

PARTICIPANTS IN AN EVENT [see FIM GSR 127]

Participants in an event, as defined under are:



1. A rider, who is a person riding a motorcycle during an event
2. A passenger, who is the person who accompanies the rider during an event for sidecars or three wheelers
3. A sponsor, who is a person or a body participating in an event, by entering riders and passengers under his/its name.

BEHAVIOUR AND OBLIGATIONS OF PARTICIPANTS

The participant obliges himself to behave as a good sportsman and take no unsporting and/or fraudulent actions against the public, organisers, officials and FIM Africa or other participants. Violations of this article will be punished by the International Jury/Race Direction or the FIM Africa Disciplinary and Arbitration Bodies.

ACCEPTANCE OF RESULTS AND PUBLICATION

All riders, passengers, sponsors and manufacturers taking part in the event are bound to accept the official results as well as the decisions of the International Jury and have no right to object to these being published world-wide. Considering the possibility of protests or appeals as written in the Disciplinary Code.

AGE OF RIDERS AND PASSENGERS

Licences for riders and passengers are issued only with the permission of their own Federation with respect to the minimum age and if in force, to the maximum age as mentioned in the specialised sporting rules.

Applicants 50 years and older apply for a licence after undergoing a special medical examination according to art. 09.2.1 of the FIM Medical Code. The FMN of the applicant is responsible for checking this prior to issuing the licence.

The limit for the minimum age starts on the date of the rider's birthday and the limit for, the maximum age finishes at the end of the year in which the maximum age has been reached.

LIABILITY AND ACKNOWLEDGEMENT OF RISKS

The participant as per FIM GSR Article 127 in an official event exonerates the FIM, FIM Africa, the FMN, the organisers, the FIM Africa promoter(s) and the officials, their employees and officers and agents from all liability for any loss, damage, or injury which he may incur in the course of an official event or the training therefore, subject always to Article 110.3 of the FIM GSR.

Furthermore, the participant undertakes to indemnify and hold harmless the FIM, FIM Africa, the FMN, the organisers, the FIM Africa promoter(s) and officials, the employees, officers, and agents, from and against any and all liability to third parties for any loss, damage or injury for which he is jointly and severally liable. Riders cannot hold each other mutually responsible for damages caused during the practice or race.

ADVERTISING ON RIDERS AND MACHINES

During the events held under the authority of the FIM Africa, advertising on riders and machines is permitted. Furthermore, the rider, passenger, or sponsor undertakes that all commercial advertising made on his/its behalf regarding an event is true, exact and not ambiguous, shocking or in contradiction with the National law. Advertising is authorised on the helmet as long as the advertising does not alter the technical characteristics of the helmet. In events for National teams, the advertising must not encroach on the National colours defined by the FIM Africa.

However, when a FIM Africa contract is in force, riders, passengers and machines must fulfil the conditions of the contract.



FIM COMPETITION

FIM LICENCE FOR FIM AFRICA AFRICAN CHAMPIONSHIPS AND/OR PRIZE EVENTS

The FIM licence is the document necessary for any individual or corporate body wishing to participate in any way in the motorcycle events organised under the authority of the FIM Africa. The holder of a FIM Competition licence commits himself to respect the FIM Africa regulations, as well as those of the Federation issuing the licence, and to accept the penalties applicable in the case of an infringement under these regulations.

OBTAINING A FIM LICENCE FOR FIM AFRICAN CHAMPIONSHIPS AND/OR PRIZE EVENTS

Any individual wishing to obtain a licence for African Championships and/or FIM Africa Prize Events must make a formal application to his National Federation or to an FMN in another country.

Individuals may have only one FIM licence per discipline. The FMN may refuse the application if the applicant does not fulfil the requirements of the FMN and/or the FIM Africa regulations. In this case, the refusal must be justified.

LICENCE FOR RIDERS AND PASSENGERS IN FIM AFRICA CHAMPIONSHIPS AND/OR PRIZE EVENTS The rider's licence for FIM Africa Championships and/or prize events is only issued through the FMN via the FIM Extranet (link can be found on the FIM AFRICA Website) and allows riders to participate in events organised under the authority of the FIM Africa. This rider's licence is established in accordance with the discipline in which the rider takes part together with his qualifications. These standards are reviewed periodically by the FIM.

This rider's licence is ONLY valid for participation in events authorised by FIM Africa or its FMN (see FIM Sporting code Art. 10.5).

A rider is responsible for the acts of his mechanics and other team members. The passenger's licence is only valid for participation as a passenger (In events where a passenger is applicable). During an event, the holder of a FIM Licence may be required to present his licence to the Jury President/FIM Africa Delegate.

START PERMISSION

Each rider or passenger taking part in an FIM African Championship or African Prize Event with an FIM licence is required to have a start permission for the event in writing certified by the FMN that issued the licence. This can be done by an FMN approval on the official entry form or by separate starting permission.

The FIM One Event Licence includes Start Permission for the one event only.

ISSUING OF THE LICENCE FOR RIDERS AND PASSENGERS

Before issuing a licence valid for FIM Africa events for a rider or passenger, a FMN must establish the identity and the nationality of the applicant, his age, his health and his fitness to participate in the event/s for which the licence/s is requested.

Furthermore, the FMN must ensure that the applicant is not suspended or disqualified. An FMN may issue a licence to a foreign rider, after the FMN, to whom the application is made, has obtained the approval of the FMN (recognised by the FIM Africa or FIM) of the country in which the applicant is a permanent resident.

Requests for any additional licence(s) for the same period to another FMN is prohibited.



In the case of Enduro and Trial events, in which part of the event takes place on public roads, the rider must be in possession of a valid driving licence for motorcycles, if this is a legal requirement of the country in which the event takes place, together with a valid FIM licence. The FIM recognises two kinds of licences:

1. African Championship or Prize events licence for the whole year
2. African Championship or Prize events licence for one event.

Note: African supported events will require a FIMA One Event Licence (with own medical insurance cover and repatriation)

FIM AFRICA OFFICIAL'S LICENCE

FIM Africa official's licences are issued through the FMN to officials who have successfully attended a FIM AFRICA seminar or when a seminar is required/requested. See FIM Sporting code art. 40.1.2.

The validity of the licence is indicated on the document itself. The licence holder may only use the licence if he has duly been designated as an official for the event concerned. The FIM official's licences are recognised and valid for FIM Africa events.

PRESENTATION OF OFFICIALS LICENCES

During an event, all officials are required to present their licences to the Jury President on his request.

REFUSAL OR WITHDRAWAL OF THE FIM LICENCE

The FIM or an FMN may:

1. Refuse to issue a FIM licence.
2. Withdraw a FIM licence following a decision of penalty. FIM licences which have been withdrawn must be returned to the FMN of the holder without delay. Failure to do so may entail further penalties.

ORGANISATION OF EVENTS

NATIONAL CODE AND NOMINATION OF OFFICIALS

Each FMN is responsible for the nomination of any Committee, National Commission or of any other body as well as the necessary officials for the organisation of events within its territory. **Each FMN is responsible for drawing up its own National Sporting Code.**

LEGAL AUTHORISATIONS

No event may be organised before all necessary local legal authorisations have been obtained by the organiser.

SUPPLEMENTARY REGULATIONS (SR)

The Supplementary Regulations (SR) must include all supplementary information to the GSR and Appendices and include relevant provisions of the Environmental and Medical Codes, as well as details relative to the event.

They must in no case modify the FIM Africa regulations. The SR must indicate the number of riders to be accepted for each Practice and Race. For all events counting towards the African Championships and FIM Africa Prizes, the Supplementary Regulations must be published in one of the two official languages of the FIM Africa and must be approved by the FMN and the FIM Africa and subsequently ratified by the International Jury/Race Direction.



One copy must be sent by the FMN to the Administration at least twelve weeks (3 months) before the date of the event for approval by FIM Africa. One copy of the Supplementary Regulations must also be sent to all Federations having riders liable to be accepted to the event in question, in accordance with the rules of the latter. The SR's must be drawn up in conformity with the standard model established by the appropriate Commission of FIM Africa

AMENDMENTS TO THE SUPPLEMENTARY REGULATIONS

In principle, no amendment(s) may be made to the SR after their approval by the FIM Africa. However, in exceptional circumstances, the FMN, may propose amendments to the SR provided that it is approved by the FIM Africa. Only the International Jury/Race Direction can or may approve amendments during the event. All amendments shall be subsequently brought to the attention of all persons concerned.

OFFICIAL PROGRAMME

The Official programme [printed or electronic], as well as all other announcements useful to spectators, must include the following information:

1. List of riders and passengers' names, name of the riders' official sponsor, FMN issuing the licence, name of the country.
2. List of makes of motorcycles for each race or heat.
3. Time schedule of the event.
4. The names of the Event Officials in charge of the safety and the running of the event.
5. The names of the International Jury/FIM Africa Delegate and members of the Race Direction; map of the venue.
6. Attention should be drawn to compliance with the Environmental Code.
7. List local Department of Health guidelines which must be implemented and adhered to.

DRAWING UP OF THE OFFICIAL DOCUMENTS

Official documents relating to an African Event (SR, programme, entry form, etc.) must state that it is "organised in accordance with the FIM Africa GSR". It must bear the official logo of FIM Africa and the FIM Calendar registration number (IMN).

SPECIAL MEDICAL EXAMINATION

At any time during an event, a special medical examination may be carried out at the request of the Jury President/FIM Africa Delegate by an Official Doctor or another doctor nominated by the Medical Officer. The opinion of the CMC/CMO will be relayed to the Jury President and Clerk of Course who will make a final decision.

Anti-doping and alcohol tests may be carried out according to the FIM Anti-doping Code. A rider or passenger who tests positive for drugs or alcohol, will be disqualified from the whole event. Further penalties may be imposed by the FIM Africa Judicial Panel. Any rider or passenger who refuses to submit himself to such special medical examination (Physical injury and anti-doping), must be excluded from the event and his case notified to his FMN and to the FIM Africa for a possible penalty to be applied.

PRELIMINARY VERIFICATIONS

Before the start of the official practice, verifications of administrative matters, licences, start permission, technical approval of the machines, approval of helmets, equipment and protective clothing must be carried out in conformity with the relevant Technical Rules. If required by the SR, each rider must provide a written and signed declaration asserting the conformity of certain parts of his machine.



The verification of machines must be held on the site of the event. Technical verification by the Technical stewards will form part of the race entry procedure, the riders must present themselves for technical verification prior to practise.

SAFETY

Safety during an event (for riders, spectators and officials) must be of utmost priority for the organiser, officials as well as riders. No effort should be spared, including co-operation with public authorities, to avoid any possibility of accidents.

FIRST AID

Medical and First Aid facilities required for an event are laid down by each FIM Africa/FIM Medical Code and the relevant Appendices and regulations.

FIRE PRECAUTIONS

Adequate precautions must be taken to eliminate the risk of fire in the pits, parc fermé, Paddock, Refuelling area and all other risk areas, it is important to note that this is the responsibility of the Organiser.

ENVIRONMENT

The rules and recommendations relative to the dispositions to be taken to protect the environment during an event are stipulated in the FIM Africa Environmental Guidelines/FIM Environmental Code.

INSURANCE

THIRD PARTY LIABILITY INSURANCE

The organiser of an African Championship or FIM Africa Prize Event must send the FIM AFRICA Administration and provide the Jury President/FIM Africa Delegate **a copy of the third Party liability insurance policy** that covers their own liability and those of the riders, passengers, sponsors, officials, organisers, FMN, Promoter and FIM AFRICA in case of accidents to third parties during an event.

The third-party liability insurance policy shall also cover any possible liability of the FIM Africa to third parties. The third-party insurance will come into effect two days before the event and will terminate two days after the last race. The minimum amount of coverage is defined by the BOD and published by the FIM Africa. If the policy is not written in one of the official languages of the FIM Africa, the organiser must provide the Jury Presidents/FIM Africa Delegate with a signed statement that the insurance cover is in accordance with the GSR.

ACCIDENT INSURANCE FOR RIDERS AND PASSENGERS.

All holders of a current FIM Competition Licence are automatically covered by International medical insurance. It is the responsibility of the organising FMN to ensure that the local Medical service providers are provided with the details of all riders medical cover.

However, the conditions of insurance of a National Federation must be applied to its own riders and passengers participating in separate races during African Championship, FIM Africa Prize Events or FIM Africa Supported Events taking place in its own territory.



LIABILITY FOR MATERIAL DAMAGES

Neither the FIM Africa, nor the FMN, the Organiser, or the Promoter may be held responsible for any damage sustained by a racing or reserve motorcycle taking part in an official event or to its accessories or equipment during the event, however caused either by fire, accident or any other means, or by theft or deterioration.

The organiser is **responsible** for the motorcycles which are placed under his exclusive control (i.e. parc fermé). He is therefore bound to insure all motorcycles in this parc fermé for their total commercial value against theft, loss or damage during this period. If the motorcycle insurance is not obtained/available the motorcycles should be removed from the Circuit at night.

Riders cannot hold each other mutually responsible for material damages on machines caused during the practice or race.

ENTRIES AND ACCEPTANCES FOR EVENTS

ENTRIES

Entries for an event in the FIM Africa Calendar must be open at least two months prior to the event and upon distribution of the Supplementary Regulations, except for Track Racing. All entries must have the approval of the FMN of the applicant.

ENTRY FORMS

All entries must be made in writing on an Official Entry form on which all information regarding the rider, passenger, sponsor and make of the machine must be indicated. Provisional entries made by the rider's FMN by e-mail must be confirmed with the rider's signature on the official entry form immediately upon his arrival at the place of the event.

Team entries must be made by the FMN on a collective form. The entry forms must be printed in the official languages of FIM Africa. For certain events FIM Africa will provide an entry form template. It is compulsory to use this form for any FIM Africa Championships and FIM Africa Challenge and/or Prize events. Exceptions can be made for contracted riders. In this case the Entry Form is only necessary at the beginning of the series

CLOSING DATE FOR ENTRIES

The closing date for entries in events counting towards FIM Africa Championships and Prizes is 30 days before the event, if no special regulations apply in the appendices. SR's for the event must state the closing date for entries.

REFUSAL OF ENTRIES

Any individual entry can be refused either by the FMN which issued the rider's licence, the FMNR or the organiser, provided that the rules of each discipline are respected. Written notice of a refusal must be sent to the applicant not later than 72 hours after the closing date for entries (see FIM Sporting code Art. 120).

Within the same time limit, the organisers of African Championships and FIM Africa Prize events will send to the Administration and to the FMNs, who have inscribed riders, a list of riders who are accepted or refused entry into their event. Any rider or sponsor who considers his entry has been unjustly rejected and because of this finds himself aggrieved, can appeal or lodge a protest in accordance with the regulations of the appropriate discipline.



The possibility to make an appeal or to lodge a protest against a refusal can only be done in case of African Championships and Prize Events.

For FIM Africa Supported Events, appeals or protests have to be made according to the Disciplinary Code of the FMNR.

NON-PARTICIPATION IN AN EVENT

1. A rider entered in an African Event who cannot take part must inform the FMN who will inform the organisers as soon as possible, stating an acceptable and valid reason.
2. For an African Championship or FIM Africa Prize Event, both the FIM Africa and the organisers must be informed.
Any failure to do so, or if the reasons given are considered insufficient, must be reported by the Clerk of the Course to the International Jury/Race Direction of the event who will impose penalties or ask the FIM Africa to apply the procedure laid down for the discipline concerned.
3. A rider who does not participate in an event for which he has entered, and who, the same day participates in another event, without prior approval from the organisers concerned, is automatically suspended pending any penalties to be imposed by the FIM Africa.
4. A rider who is present at an event and who does not take part in the practices and/or in the event and leaves the event without prior approval of the Clerk of the Course is liable to be penalised by the International Jury/Race Direction.
5. A rider at an event who makes no attempt to succeed shall not be allowed to continue the competition and is liable to be penalised by the International Jury/Race Direction.

REIMBURSEMENT OF FEES AND CANCELLATION OF AN ENTRY

The fees paid for the participation in an event shall remain the property of the organiser if the rider has been excluded for an infringement to the regulations. A penalty of suspension or disqualification entails the cancellation of all entries made by the penalised person for any meeting to be held during the period of suspension. In this case, there is no refund.

DURING THE RACE

OFFICIAL SIGNALS

Official signals must be given by means of flags, boards or lights. For precise details, see Appendix F of the discipline concerned.

DANGEROUS MOTORCYCLE

The Clerk of the Course, Race Director and the Chief Technical officer may at any time during the event exclude a motorcycle, the construction or condition of which is or may become a source of danger. The Chief Technical officer may inspect any machine at any time during the event

CHANGE OF MOTORCYCLE, RIDER OR PASSENGER

Stipulations for a change of motorcycle, rider or passenger are contained in the appropriate SR's for the event concerned.

REPAIRS, TUNING AND REFUELLING

Repairs, tuning and refuelling regulations are included in the appropriate SSR's of the discipline concerned.



CROSSING OF CONTROL LINES

The exact time at which the part of the motorcycle, defined in the SSR's, crosses the control line (at the start, at time checks, or at the finish) has to be registered. When crossing control lines, the rider and where applicable, the passenger must continue to be in contact with the motorcycle.

STOPPING OF A RACE

See SSR's concerning the respective discipline for the procedure to be followed when a race is to be stopped.

AFTER THE RACE

FINAL CONTROL

Any motorcycle having participated in a race may be examined. Any infringement to the regulations regarding the conformity of the motorcycles including fuel and coolants, will entail for the rider the exclusion from the classification and his case will be submitted to the International Jury/Race Direction for further penalty.

MODIFICATION OF THE CLASSIFICATION AND PRIZES

If a penalty has been imposed, the classification must be modified.

LOSS OF THE RIGHT TO AN AWARD

Any rider who is excluded from the classification or suspended during an event forfeits his right to any award in that event, subject to his right of appeal

PAYMENT OF TRAVEL EXPENSES AND PRIZE MONEY

Should FIM AFRICA allocate any funding for travel expenses, all monies paid to an FMN for disbursement to riders must be accounted for and paid to the riders concerned. The full list of rider's signatures paid, must be returned to the FIM Africa Administration within 2 weeks of receipt.

PODIUM CEREMONY

The riders/teams placed in the first three positions in each race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation at the podium ceremony is compulsory. If invited by the Clerk of the Course/Race Director, the first three placed riders/teams shall attend a Press Conference to take place immediately after the Prize Giving Ceremony.

Penalty for non-attendance if a rider is absent from the prize giving ceremony or Press Conference, without the prior approval of the Clerk of the Course/ Race Director, he will be penalised by the International Jury/ Race Direction.

TERMINATION OF AN EVENT

An event is not considered to be terminated until the final results have been approved by the International Jury/Race Direction and all possible protests and also appeals in the case of Race Direction and Steward's Panel have been subject to a decision. If an appeal is lodged, the results cannot be considered as definitive until a final decision has been taken. The riders placed first, second and third will be asked to attend the official prize giving ceremony, if any, during which the National anthem of the winner's country will be played and the National flags of the first three riders or teams may be hoisted at the same time.



The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the International Jury/Race Direction.

RESULTS OF FIM AFRICA AFRICAN CHAMPIONSHIPS AND PRIZES

The final results, duly signed by the Jury President/FIM Africa Delegate, must be sent by e-mail to the Administration, immediately after the end of the event, clearly indicating: – Title of the Event, IMN, date and place, FMN, class.

1. For Road Racing and Motocross, results of each race or heat including: position, surname and first name of the riders, FMN, Nationality when different from the licence's, machine, number of laps and times of all riders, and passengers (if included), the number of classified riders, the winner's average speed, and the individual with the best time and average speed of the best lap in race.
2. For Trial, Enduro, All Terrain Raid and Track Racing: position, surname and first name of the riders, FMN, nationality when different from the licence's, machine, number of points lost (Trial, Enduro) or won (Track Racing), the total time run (All Terrain Raid) during the event, number of classified riders (Trial, Enduro , All Terrain Raid).

FIM AFRICA FLAG/ FIM AFRICA LOGO

Each promoting FMN /Organiser must display the FIM Africa Flag during all FIM Africa Championship or FIM Africa Events. On all official documents regarding FIM Africa Events, the FIM Africa Logo must be displayed.

FIM SPORTING CODE

When no provision is provided for by the FIM Africa GSR, the FIM Sporting Code will apply.



PART 1 - FIM AFRICA GENERAL SPORTING REGULATIONS

INTRODUCTION

FIM AFRICA has the authority to exercise the rights delegated to it by the FIM as long as it is recognised by the FIM.

FIM AFRICA refrains from manifesting racial, political, gender or religious discrimination in the course of its activities and requires the same of its FMN's, officials and riders.

FIM AFRICA may co-operate with the other FIM CONUs and in particular, may, subject to prior approval of the FIM Board of Directors and FIM AFRICA Board of Directors, combine Continental Championships

DELEGATION OF POWER

With the permission of the FIM, FIM AFRICA has the authority to delegate the whole or part of its sporting powers to FMNS. FIM AFRICA may withdraw such delegation at its discretion.

That the powers granted to it, may be exercised in a fair and equitable manner, FIM AFRICA has drawn up these rules, known as the "General Sporting Regulations", hereafter referred to as the FIM AFRICA **(GSR's)**, which generally conforms to the Sporting Codes of the FIM.

SO THAT THE ABOVE POWERS MAY BE EXERCISED IN A FAIR AND EQUITABLE MANNER FIM AFRICA HAS DRAWN UP THE PRESENT FIM AFRICA GSR AND SSR'S. THE PURPOSE OF THESE FIM AFRICA GSR AND SSR'S AND THEIR APPENDICES IS TO ENCOURAGE AND FACILITATE MOTORCYCLE SPORT IN AFRICA.

INTERPRETATION

IN THESE RULES, UNLESS INCONSISTENT WITH OR OTHERWISE INDICATED BY THE CONTEXT:

GSR

1. **"FIM AFRICA GSR"** (General Competition Rules [GSR's]) means the rules as contained herein together with all Appendices.
2. **CALENDAR** means the FIM AFRICA approved/sanctioned events.
3. **"FIM AFRICA"** means FIM AFRICA (Also referred to as FIMA)
4. **"FMN"** (Fédération Motocycliste Continentale) means a Continental Motorcycle Federation or other Continental body recognised by the FIM as the sole holder of sporting power in the country.
5. **"CONU"** CONUs are recognised geographic subdivisions of, and are accountable to, the FIM.
6. **"FIM"** means the Fédération Continentale/Intercontinentale de Motocyclisme, which is the supreme and sole Continental/Intercontinental authority empowered to control



Continental/Intercontinental motorcycling activities organised throughout the world.

7. **"CSI"** (Code Sportive Continental/Intercontinentale) means the Continental/Intercontinental General Sporting Code (including appendices) of the FIM.
8. **WADA** means the World Anti-Doping Agency.
9. **"THE TERRITORY OF FIM AFRICA"**
NORTH AFRICA: Algeria, Egypt, Libya, Morocco, Tunisia
WEST AFRICA: Cote de Ivoire, Mauritania, Nigeria, Senegal
EAST AFRICA: Kenya, Uganda, Rwanda
CENTRAL AFRICA: No members at present
SOUTHERN AFRICA: Angola, Botswana, Madagascar, Mozambique, Namibia, South Africa, Zambia, Zimbabwe
10. **"SSRs"** means the Standing Supplementary Regulations issued by FIM AFRICA.
11. **RESERVED**
12. **RESERVED**
13. **RESERVED**
14. **"ORGANISING PERMIT"** means written authority to organise and hold a competition, granted and issued by FIM AFRICA.
15. **"SRs"** means Supplementary Regulations that a promoter or organiser of a competition is obliged to issue.
16. **"OFFICIAL NOTICE/S"** means a notice attached to an official notice board signed by a Clerk of the Course and/or Steward and which, inter alia, contains details of the date on which such notice was signed, the time at which such notice was signed, and the date and time at which such notice was attached to an official notice board. At circuits, the official notice board must have a lockable glass front.
17. **"PROGRAMME"** means an official document (printed or electronic) that an organiser and/or promoter is obliged to issue prior to a competition, which contains, inter alia, details listed in GSR 90.
18. **"COMPETITOR"** means any person or body whose entry is accepted for, or who competes in any competition, whether as an entrant, Rider, co-Rider, navigator, passenger or rider, provided that, where any person so involved is a minor, the natural parent or court-appointed legal guardian of such minor will be deemed to be the competitor for purposes of the motorsport regulations.
19. **"LICENCE"** means the written authority given by FIM and FIM AFRICA to:
 - i) Competition Licence; - Any competitor to participate in, or to take part in, in any capacity whatsoever, in any competition.



ii) Officials Licence; - Any official to officiate in any capacity whatsoever, in any competition.

20. **"RIDER"** means any person who drives/rides any vehicle/machine in competition and who is in possession of a licence.
21. **RESERVED**
22. **"PASSENGER"** means a person or persons, other than a Rider, co-Rider or navigator, conveyed in the same vehicle during a competition.
23. **"NATIONALITY"** means the nationality of a competitor, who, for the purpose of these rules, shall be deemed to be a National of the country of the FMN, which issued his/her licence. In the event however, of a competitor participating in a continental championship event organised under the auspices of the FIM, a competitor shall in these circumstances be deemed to be a resident of the country who issued his passport and/ or Permit of Residence..
24. **RESERVED**
25. **RESERVED**
26. **"DAY"** means any working day and any working day shall be included in the computation of any time expressed in days in these rules.
27. **"CIRCUIT"** means a permanent or temporary track in possession of a licence issued by FIM AFRICA to utilise such track for any competition or record. For the purposes of this definition, the pit lane, spectator area and paddock are deemed to be part of the circuit.
28. **"CIRCUIT LICENCE"** means the written authority issued by FIM or FIM AFRICA permitting competitions to be held at a given circuit.
29. **"START"** means that moment in time when the authorised official authorises a competition to commence.
30. **"STARTER"** means a competitor authorised to start a competition.
31. **"CONTROL LINE"** means a line by reference to which a vehicle is timed or its performance in a competition is determined.
32. **"STARTING LINE"** means the first control line on a circuit/route.
33. **"FINISH LINE"** means the last control line on a circuit/route.
34. **"START PERMISSION"** means the written authority given by an FMN for a competitor to compete in a Continental/Intercontinental event.



35. "VEHICLE" means the term for automobiles and/or motorcycles in these regulations:

i) **Land Vehicle:**

Vehicle propelled by its own means in constant contact with the ground, either directly by mechanical means or indirectly by ground effect, and the motive power and steering system of which are constantly and entirely controlled by a Rider on board the vehicle. This includes Quad bikes or ATVs.

i) **Automobile:**

A land vehicle propelled by its own means running on at least four wheels not aligned, which must always be in contact with the ground, the steering must be ensured by at least two of the wheels, and the propulsion by at least two of the wheels.

Special Vehicles:

Vehicles on at least four wheels which are propelled otherwise than through their wheels.

Ground Effect Vehicle:

Vehicles whose bearing on the ground is maintained by means of a pressurised air cushion.

ii) "**Motorcycle**" means all vehicles having less than four wheels, except in the case of quads (**which are also deemed to be motorcycles**), propelled by an engine and designed essentially for the carriage of one or more persons of which one is the Rider of the vehicle. The wheels must normally be in contact with the ground except momentarily or in certain exceptional circumstances. Further, in order to traverse certain surfaces one or all of the wheels can be replaced with skis, rollers or chains.

36. "**COMPETITION**" means an event in which a vehicle/s take part and which has a competitive nature irrespective of whether results are announced and/or published or not.

37. "**EVENT**" means a single competition comprising a race/races/heats/sections that is completed at a meeting.

38. "**SERIES**" means a competition comprising of more than one event and in which each event is organised in terms of the same SRs and SSRs.

39. "**MEETING**" means a competition during which different classes of vehicles compete in separate events.

40. "**TEST**" means a competition in which each competitor, prior to the commencement of the competition, selects the time for carrying out competitions within a period fixed by the SRs applicable to such competition.

41. "**A CONTINENTAL CHAMPIONSHIP**" means several events run in at least four different regions designated by FIM AFRICA as motorsport regions, subject to there being suitable venues and infrastructure available.

FIM AFRICA may, at its sole discretion and if so, warranted by circumstances in specific instances, reduce the number of regions in which events are required to be run to constitute a Continental championship.

42. "**CERTIFIED TRIAL**" means a test carried out under conditions approved by FIM AFRICA and under the



supervision of persons appointed by FIM AFRICA and the results of which are certified in writing by FIM AFRICA as being correct.

43. RESERVED

- 44. "SPORTING RALLIES"** means road events with an imposed average speed, which are entirely or partly run on roads open to normal traffic. A "rally" is constituted either by a single itinerary, which must be followed by all vehicles, or by several itineraries converging on a common rally point fixed beforehand and followed or not by a common itinerary.

The route may include one or several special stages, i.e. events organised on roads closed to normal traffic, and which together are, as a general rule, determining for the general classification of the rally.

The itineraries which are not used for special stages are called "road sections".

Continental/Intercontinental sporting rallies must be entered on the Continental/Intercontinental sporting calendar in the section "rallies". Permanent or semi-permanent circuits must not constitute more than 10% of the total distance of the special stages of a Continental/Intercontinental sporting rally.

- 45. "MARATHON RALLIES"** means rallies accepting the participation of homologated vehicles. Marathon rallies entered on the Continental/Intercontinental sporting calendar should have an itinerary of a total length of more than 900 km and shall comply with the sporting and technical regulations drawn up by FIM AFRICA and FIM for this type of event.
- 46. "BAJA"** means a sporting event staged over varied terrain, three days of race and is intended to prove the skill and endurance of the riders, and the reliability of their machines.
- 47. "MOTORCYCLE COMPETITIONS"** means a competition in which motorcycles compete in terms of the regulations and specifications contained in the Standing Supplementary Regulations.
- 48. "CIRCUIT RACING"** means a competition on a closed circuit between two or more vehicles competing at the same time on the same circuit in which speed or distance covered in a given time determines the winner of the competition.
- 49. "SPEED EVENT"** means a competition in which a vehicle's/machine's performance is judged by timing its progress over a given distance or by the distance covered by the vehicle/machine in a given time. The term "speed event" will also include hill climbs, sprints, rallycross, autocross, slalom, record attempts and other similar competitions.
- 50. "CLASSIFICATION"** means the grouping of vehicles/machines by their engine capacity or by some other means of distinction.
- 51. "INTERCONTINENTAL COMPETITION/EVENT"** means a competition in which entrants and Riders of various Nationalities who are holders of FIM World Championship or FIM Continental/Intercontinental licences, are permitted to compete.



52. **"CONTINENTAL COMPETITION/EVENT"** means a c o m p e t i t i o n / e v e n t i n s c r i b e d o n t h e calendar of the FIM or FIM AFRICA open to the holders of a FIM licence appropriate to the event.
53. **"CHALLENGE COMPETITION/PRIZE EVENT"** means an event or series of events inscribed on the FIM AFRICA sporting calendar as such. Where a series is concerned, the events shall take place in at least two different regions. A FIM/FIMA licence appropriate to the event is required.
54. **"FORCE MAJEURE"** means only a situation unrelated to a promoter's financial or contractual involvement. For example, the refusal of authorities to hold an event because of a state of political unrest or petrol being unobtainable or widespread floods, or an earthquake, may be considered as "force majeure". A financial reason such as refusal of a subsidy or the withdrawal of a sponsor is not "force majeure".
55. A reference to the singular includes the plural and vice versa
A reference to natural persons includes legal persons and vice versa
A reference to gender includes both genders.

Clause headings in these rules have been inserted for convenience only and shall not be considered in its interpretation.

56. Words and expressions defined in any of these rules, the SSRs and the SRs for the purpose of the rule, bear the meaning assigned to such words and expressions in that rule.
57. **RESERVED**
58. **RESERVED**
59. **RESERVED**
60. **RESERVED**
61. **RESERVED**
62. **RESERVED**
63. **RESERVED**
64. **RESERVED**



PART 2 - ADMINISTRATION OF RULES

GSR

65. INTERPRETATION OF RULES

FIM AFRICA shall be empowered to decide upon any questions raised within its territory concerning the interpretation of the CSIs (see GSR 7) and these rules, subject to the right of appeal (if any) under GSR 215.

66. EXERCISE OF THE POWERS OF FIM AFRICA

- i) The sporting power delegated to FIM AFRICA by the FIM shall cause FIM AFRICA to constitute appropriate bodies to exercise the executive and judicial powers and functions under these rules in accordance with the FIM AFRICA Articles of Association and in terms of the GSRs of the FIM.
- ii) Such judicial powers and functions (such as the hearing of appeals or the determination of the penalty to be inflicted for a breach of these rules) may be delegated to a court consisting of not less than three persons appointed by FIM AFRICA (Subject to the provisions of GSR 210 - 212). The exercise of such judicial powers and functions shall be final and not subject to review except on appeal in accordance with these rules. Appeals shall be directed to FIM AFRICA following the decision of a FIM AFRICA Court of Appeal to its Continental Court of Appeal.

No person shall act in a judicial capacity if he has taken part as a competitor, Rider or official in the competition concerning which a decision is to be given or if he has already participated in a decision on the matter in question as a member of a previous Court, or if he is directly or indirectly concerned in such matter. No person shall, however, be disqualified from acting in a judicial capacity by virtue of having participated in a decision to convene a Court.

67. ALTERATION OF RULES

FIM AFRICA shall be entitled in its sole and absolute discretion to add to, amend, repeal or substitute any GSR, SSR or SR.

Any such alteration of rules shall be notified by way of its being published in an official FIM AFRICA circular. (See also GSR 70). Any alteration of rules, regardless of the status of the category/competition/championship to which it applies, shall only take effect seven (7) days after publication unless FIM AFRICA at its sole discretion agrees that shorter notice is both appropriate and reasonable. In such cases, the shorter notice agreed to by FIM AFRICA shall be confirmed in the official circular issued.

68. NOTICES

- i) Any communications required under these rules are to be made to FIM AFRICA and shall be addressed to the **DIRECTOR SPORTING** or to such other addresses as may be duly notified from time to time.
- ii) Any communication required to be sent under these rules will be addressed to the respective person(s)/ body as follows and delivered or e-mailed. Any e-mail communications shall be deemed to have reached the addressee within 48 hours.



It is the responsibility of all FIM AFRICA licence holders (including officials), FMNS, promoters and organisers, to immediately advise FIM AFRICA in writing of any change of contact details.

- a) An Appellant: To the address given on the notice of appeal.
- b) A licenced competitor or official (not being an appellant): To the address given on his entry form or his licence application form.
- c) A promoter, organising committee, secretary (or member) or other unlicensed official (not being an appellant): To the address given on the permit application, or that given in the SR's for the event.



PART 3 - RIGHTS TO ORGANISE, PERMISSIONS, APPROVALS

GSR

69. RECOGNITION OF CONTINENTAL AND LOCAL AUTHORITIES

All Intercontinental and Continental competitions must be organised in conformity with the relevant Codes and their Appendices, as well as the Prescriptions and Regulations pertaining to the individual competitions, and the laws of the territory in which the competitions take place.

A competition may be held either on a road or on a track or on both, but no permits shall be granted by FIM AFRICA for a competition unless the promoters have first obtained such official permission as may be necessary from the competent and/or local authorities. Unless permission has been obtained to close the road concerned, competitions taking place on any public road must conform to the traffic laws of the province/territory in which they take place.

Any breach of such laws by a competitor during a competition shall be a breach of these rules and may be dealt with accordingly.

70. RIGHT TO ORGANISE FIM AFRICA EVENTS

a) Competitions may only be organised in the territory of FIM AFRICA by:

- i) FIM AFRICA itself; or
- ii) FMNS, organisers or promoters approved by FIM AFRICA, who may delegate their powers and duties to an organising committee. Such delegation shall not, however, affect the ultimate responsibility of the promoting body.

b) Competitions are governed by:

1. The FIM AFRICA GSR.
2. The appropriate sections of SSRs.
3. Any instructions issued from time to time in FIM AFRICA circulars or bulletins.
4. The SRs.
5. The official instructions issued on certain events.
6. The final instructions issued to competitors which form an addendum to the SRs.
7. The regulations and specifications issued or approved by FIM AFRICA for specific types of vehicles/machines, or events.
8. Any instructions issued by FIM AFRICA in writing.
9. The laws of the territory in which the competition takes place.
10. The CSIs (Sporting Codes) of FIM (where applicable for Continental/Intercontinental events).

71. PROMOTERS

Any person, club or body (other than an organising committee) proposing to hold, holding or organising a meeting and being financially responsible for the competition.

However, these Promoters must be approved by the FMNR. Promoters may delegate their powers and duties to an organising committee. Such delegations shall, however, not affect the ultimate responsibility of the promoters (See Part VI).



72. ORGANISERS

The club or body responsible for complying with the FIM AFRICA code and regulations in respect of a competition. Organisers must be approved by the FMN

73. RESERVED

74. SPONSOR

A person or body contributing financially or in kind towards the promotion of a competition.

75. NECESSARY PERMISSION AND APPROVAL

No competition shall be held within its territory, unless FIM AFRICA has signified its approval by granting an organising permit, or has waived the necessity of an organising permit, or the competition is of a kind in respect of which FIM AFRICA has granted a general waiver of permit (See GSR 77).

76. UNSANCTIONED COMPETITIONS (see also GSR 174)

Any competition, or element of a competition, that is organised and/or held within the territory of FIM AFRICA and for which FIM AFRICA has not issued a permit, or waiver of permit, shall be deemed by FIM AFRICA to be an **unsanctioned event**. FIM AFRICA shall assume no responsibility or liability whatsoever in connection with any such event. FIM AFRICA furthermore reserves the right to act against any individual or entity with an FIM AFRICA connection or affiliation that takes part in, or otherwise associates themselves/itself, with any such unsanctioned event if their involvement is deemed contrary to the interests of FIM AFRICA or motorsport in general. Any competition, or element of a competition, for which the necessary government, administrative or private authorisation has not been obtained, shall likewise be deemed by FIM AFRICA to be an unsanctioned competition.

77. WAIVER OF NECESSARY PERMITS

Following written application, FIM AFRICA may waive the necessity of organising permits for individual specific events (generally closed events). The organisation of competitions under such waiver shall be subject to whatever conditions FIM AFRICA shall from time to time announce, and the waiver may be revoked at any time either generally or in respect of a particular club or proposed competition, without giving a reason.

78. APPLICATION FOR AN ORGANISING PERMIT (See also GSR 87)

Every application for an organising permit shall be made out in writing and accompanied (where applicable) by the appropriate fees (see Fees and Allowance Schedule) together with a draft of the proposed SRs and entry form. **The application must be lodged with FIM AFRICA at least 12 weeks before the date of the proposed competition and must state:**

1. The name and address of the applicant.
2. The body on whose behalf the application is made, and the official position held by the applicant.
3. The nature of the competition for which the permit is required.
4. The date and place of the proposed competition.
5. **A copy of the third-party insurance policy.**



By applying for, and accepting, an event organising permit from FIM AFRICA, an event organiser is deemed to comply, and/or confirms having complied, with their country Safety at Sport and Recreational Events Acts, Department of Health and all other local authority permissions. Attention must be given to ensure that disabled persons access is given due attention especially at toilets, catering and a few viewing points.

Application for waiver of permits shall be submitted in writing, giving adequate reasons for the application and full details of the competition or event concerned. Such application must be lodged with FIM AFRICA **at least 12 weeks** before the date of the proposed competition / event.

NOTE: SRs must not be issued to competitors in draft form but only after approval by FIM AFRICA, reflecting the permit number issued for such event by FIM AFRICA. Failure to comply with this requirement will result in FIM AFRICA taking action against the club and/or promoter.

Promoters / Organisers / race secretaries of a race meeting may not open entries prior to receiving the relevant permit for the event in question. Should it be found that entries have opened prior to the permit been issued will be fined as per fee Fees and Allowance schedule.

79. APPLICATION FOR A TRACK/CIRCUIT LICENCE

In the case of an application for a permit to hold a race meeting or speed event on a track or circuit which is not already approved by FIM AFRICA, an application for approval of the track or circuit must be made to FIM AFRICA at least 3 months before the proposed competition. The application must be accompanied by a plan to scale of not less than 1:500. This plan shall give details of the course, proposed positions of ambulances, details of safety arrangements and organisational infrastructure together with proposed positions of the safety marshals, medics and spectators.

80. ISSUE OF AN ORGANISING PERMIT

The draft copy of the SRs (corrected if necessary) will be returned with the organising permit. Permits for Continental/Intercontinental events will only be issued for events inscribed on a Continental/Intercontinental calendar and only after the full inscription and permit fees have been paid.

81. APPLICATION FOR CALENDAR DATES

A promoter or organiser must apply for inscription by August the preceding year.

In the case of applications relating to Continental/Intercontinental events, the FMN and Organiser must satisfy FIM AFRICA that it has the necessary resources to stage the meeting, competition or event. A financial guarantee **will** be required as well as completion of the required documents. In addition, applications to stage Continental/Intercontinental events shall be submitted to FIM AFRICA, and the Sporting Commission concerned for necessary approval, utilising the FIMA Tender document.

82. INSURANCE

FIM AFRICA will ensure that the **FMN arranges public liability insurance** cover on behalf of promoters/organisers in respect of all competitions or events for which permits are issued within its territory or for competitions or events held outside of its territory run under permit issued by FIM AFRICA, or for events for which a waiver of permit has been granted. This document must be sent to the FIM AFRICA Administration when the regulations are submitted and produced at the first Jury meeting.



83. COMMERCIAL RIGHTS (INCLUDING ADVERTISING RIGHTS)

1. All commercial rights pertaining to any FIM AFRICA Championship, Challenge, Trophy, Cup, Series or event shall be vested in FIM AFRICA. These rights shall include but not be limited to naming rights, the right to sell sponsorships, television, radio, electronic and/or other media rights, and royalties.
2. Without written consent from FIM AFRICA, none of the rights referred to in i) above may be commercially exploited by the sale or barter thereof, or in any manner whatsoever, by anyone.
3. Where FIM AFRICA has entered into an agreement in respect of the commercial rights to an event or series of events, the affected individual event promoters/organisers may not display or publish any advertising material that conflicts with the interests of the party with whom FIM AFRICA has entered into the commercial rights agreement. The organizers must avoid any potential conflict by ascertaining from FIM AFRICA (in writing) at least 7 working days before the event, whether any potential conflict may arise as a result of an organizer/sponsor involvement.

All event Organisers, Commissions, Commissions, FIM Africa Regional event Committees and Officials must respect the provisions of this GSR.



PART 4 -DOCUMENTS, DECLARATIONS, SUPPLEMENTARY REGULATIONS AND ENTRIES

GSR

84. OFFICIAL DOCUMENTS

The following shall be published prior to the receipt of entries:

1. FIM AFRICA approved SRs for the competition or various competitions forming part of a meeting. These shall conform to and not conflict with the relevant CSI's (where applicable), FIM AFRICA GSR, SSR's and any official communications issued by FIM AFRICA.
2. A draft timetable.
3. An entry form complying with FIM AFRICA GSR 91, 92 and 93.

85. LOGOS FOR CONTINENTAL/INTERCONTINENTAL COMPETITIONS

In a conspicuous position on the outer front cover or the front page of the SR's and programme, insert the following logos:

1. In the case of **Continental/Intercontinental competitions** held under the sporting code of the **FIM**, an FIM logo together with that of FIM AFRICA.
2. In the case of **competitions** held under the permit of FIM AFRICA, current and appropriate FIMA logos must be displayed.
3. High resolution logos for FIM and FIM AFRICA are available from FIM AFRICA.

86. ANNOUNCEMENTS TO BE MADE ON OFFICIAL DOCUMENTS

Supplementary regulations, programmes and entry forms relating to any competition shall bear in a conspicuous position the following paragraph: "Held under the FIM Africa GSR [also known as the GSR'S] and Standing Supplementary Regulations [SSR'S] of FIM A F R I C A and these Supplementary Regulations [SR'S], IMN No. _____ and Permit No. ___"

87. CONTENTS OF THE SUPPLEMENTARY REGULATIONS

The SRs shall contain (in so far as may be appropriate to the event to which they relate) the following information:

1. The name, status and nature of the proposed competition(s).
2. The permit numbers.
3. The name and address of the promoters.
4. The name and address of the organisers and/or organising committee.
5. The obligatory announcement in accordance with GSR 86.
6. The place and date of the competition(s).
7. A full description of the competition(s) including length and direction of course, fuel and categories of vehicles eligible.
8. Comprehensive information concerning practice and race times, as well as the time and place for the Riders' briefing and details of penalties, if any, for non-attendance.
9. The dates, times and nature of starts, with details of handicapping where applicable.
10. A reminder of such of these rules as may be particularly applicable to the competition, and also in regard to licence requirements and signals to be used.
11. The manner in which the results will be determined, and prizes awarded.
12. A detailed list of prizes and financial awards allocated to each competition.
13. A reminder of the rules concerning protests.



14. The names of the Jury/Stewards of the Meeting and the Clerk of Course with his/her FIM or FIM AFRICA licence number.
15. Provisions regarding postponement, abandonment or cancellation (see GSR 244).
16. Any additional information required on entry forms (see GSR 92).
17. Whether the nomination of Riders may be delayed (see GSR 92).
18. How, when (opening and closing dates and times) and where entries shall be submitted (see GSR 104).
19. The amount of the entry fee (see GSR 95).
20. Qualification requirements for Riders.
21. Provisions in regard to the conditional acceptance of entries.
22. The maximum number of competitors and how entries, if in excess of this number, are to be selected for acceptance (see GSR 101).
23. The relative positions of the vehicles at the start and how they are to be determined.
24. Whether the eligibility of vehicles will be checked after the competition (see GSR 254).
25. In circuit competitions, how laps are to be timed.
26. Signals to be given for the start (see GSR 262).
27. The penalty for a false start if other than as prescribed in the FIM AFRICA GSR.
28. If appropriate, that a change of Rider is permitted (see FIM AFRICA GSR 99 and 152.8).
29. Provisions as to the replenishment of vehicles.
30. Particulars of the identification numbers and marks to be carried.
31. The facts to be judged by the Judges of Fact (see GSR 161 & 162) and the names of the Judges.
32. The times and dates fixed for the official examination of vehicles.
33. All such other requirements and information as may be necessary for the proper conduct of the meeting and as may be specified from time to time in instructions/regulations issued by FIM AFRICA.
34. The name or names of any sponsors of the competition.
35. Any additional regulations required by the particular features of the competition(s).
36. Clarification as to whether the practice sessions listed are deemed to be **official** (when FIM AFRICA's insurance policies are in force) or **unofficial** (where no FIM AFRICA insurance cover is in force).
37. A provisional program of events.
38. **In drawing up the SRs, organisers will take the following into account:**
 - I. SSRs shall not be repeated either in whole or in part in any SRs.
 - II. An organiser who feels it essential to draw attention to any particular SSR shall do so by referring to its number.

88. ALTERATION TO THE SRs

No alteration or addition shall be made to the SRs (except if this relates to the race programme or the list of race officials) after the date listed for the closing of entries unless ALL competitors entered and FIM AFRICA have agreed IN WRITING to such alteration or addition prior to the start of Technical Control or, after the beginning of documentation, ALL the competitors and the Jury/Stewards of the Meeting agree to such alteration or addition, IN WRITING.

89. PROGRAMME

The promoters of any competition shall send an official copy of the programme to FIM Africa, at least 8 days prior to the competition.



This can be an electronic race programme, which can be posted on Social Media platforms.

90. CONTENTS OF THE PROGRAMME

The programme shall contain (in so far as appropriate to the meeting or competition to which it relates to the following information:

A statement in accordance with GSR 86 of these rules and the words 'official programme' in prominent lettering on the front cover, together with necessary FIM Africa & FMN logos.

1. The name of the promoters and the organising committee (if any) and the names of any sponsor(s).
2. Place and date of competition(s).
3. A short description and the timetable of the proposed competition.
4. Names of the entrants and Riders with the distinctive numbers or marks displayed on their vehicles. Assumed names must appear between inverted commas.
5. The names of the Jury/Stewards of the Meeting (including which of such Jury/Stewards have been appointed by FIM AFRICA), the Clerk of the Course and the Officials of the event and Judges of Fact (if any).
6. Public Indemnity Clause (see below for English)

Warning – Motorcycle sport is dangerous

In view of the high speeds attained by the competitors, accidents can happen. The promoters and organisers of this race meeting/event/competition cannot guarantee your safety. You are present at your own risk.

Note: Similar wording should appear on entrance tickets and on signs erected at the entrance to venues and in several prominent places at the venue. These signs shall be in English, and at least one of the other official language of the country where the event is taking place.

91. ENTRIES

1. An entry is an offer by an intending entrant to enter into a contract with the organiser of an event. It must be signed by the entrant/competitor on the official form and, once accepted, it is a contract which **binds the competitor to take part in the competition for which he has entered**, and it binds the organiser to fulfil towards the competitor all conditions of the entry, except in the case of established "force majeure".

2. ALTERATIONS TO ENTRY FORM

All alterations to an entry form must be initialled by the entrant/competitor. Failure by the entrant to comply with the foregoing may result in exclusion or lesser penalty at the discretion of the Jury/Stewards of the Meeting.

3. INFORMATION ON ENTRY FORM REGARDING VEHICLE/MACHINE

A competitor in a scratch event shall not be required to disclose more information in his/her entry than is necessary to identify himself/herself and his/her vehicle and to ensure correct classification. A competitor in a handicap event may be required to disclose every factor which will affect his handicap.



No vehicle/machine shall be entered under an individual name or a combination of names unless each of the entrants involved, is in possession of a valid FIM competition licence.

92. CONTENTS OF ENTRY FORM

Entry forms shall contain the following:

1. Spaces for the true full names and addresses of **entrant, and the Gender of the rider**. Rider(s) and passenger(s) (if appropriate to the competition) and the licence number(s) of the entrant, Rider(s) and passenger(s). SRs may permit the nomination of Rider(s), rider(s) and passenger(s) to be deferred, but no Rider, rider or passenger shall compete unless he has first signed the appropriate declaration(s) and/or undertaking(s) as required by GSR 93;
2. Spaces for the signature of the entrant. An entry form may be submitted by an agent on behalf of the entrant but in that case the entrant shall himself sign and submit an entry form as soon as possible and in any case before or at documentation.
3. The following statement: "If a competitor is a minor, this form must be signed by the appropriate parent or guardian".
4. A statement in accordance with GSR 86.
5. Any other information required by the SRs.

93. DECLARATION/UNDERTAKING TO BE SIGNED BY EVERY COMPETITOR

Every entrant and Rider/rider shall sign the relevant declarations and undertakings set out hereunder, which shall form part of the licence application form:

1. "I understand that should I, at the time of an event in which I intend taking part, be suffering from any condition/disability (whether permanent or temporary) which is likely to prejudicially affect my control of my vehicle/machine, I may not take part in the event concerned unless expressly permitted to do so by FIM AFRICA following the aforementioned declaration of my condition/disability. I further understand that, notwithstanding the issue of a licence to me by FIM AFRICA it remains my responsibility not to participate in any event where a condition or disability suffered by me, may in any way affect my, or any other person's safety."
2. "I declare that, to the best of my belief, I or the rider(s)/Rider(s) entered by me, possess the standard of competence necessary to take part in any event entered, and that any vehicle/machine entered will be suitable and race worthy/roadworthy, having regard to the speeds which will be reached."
3. "I declare that any vehicle/machine entered by me, will comply with all regulations and specifications pertaining to the event entered/category of motorsport concerned."
4. I accept, subject to my rights of protest and appeal, which action will be taken against me as the entrant and/or Rider and/or rider, in accordance with the provisions of FIM AFRICA's regulations, if my vehicle/machine is found not to comply with the relevant regulations and specifications."
5. "I declare that I have read and understood the regulations pertaining to the event concerned and I accept, subject to my rights of protest and appeal, which action will be taken against me as the entrant and/or Rider and/or rider"

94. RESERVED



95. RECEIPT OF ENTRIES

On receipt of an approved copy of the SRs and an organising permit from FIM AFRICA, the organisers must make the approved regulations and entry form available to prospective entrants in the event. Entries will be accepted up to the closing date specified therein. An entry form which is received incomplete in any material aspect may be accepted by the organisers conditionally upon a properly completed entry form being received by a specified date. Any entry not accompanied by the appropriate entry fee stated in the regulations shall be deemed conditional until such time as the entry fee has been paid.

96. ENTRY SUBMISSION

Any entry, including those submitted electronically (via e-mail or online), shall be considered a binding intention by the entrant to take part in the event concerned and he/she shall be liable for payment of the relevant entry fee unless the entry is formally withdrawn within 2 working days of the closure of entries.

Where an entry is submitted electronically and does not bear the signature/s of the entrant/competitor, the entrant/competitor shall be required to sign the entry form and any other required declaration/undertaking at documentation for the event including local health regulations.

97. ENTRY CONTAINING A FALSE OR INCORRECT STATEMENT

An entry which contains a false or incorrect statement shall be invalid, and the entrant may be deemed guilty of a breach of these rules and the entry fee may be forfeited. In addition, FIM AFRICA reserves the right to take any further action it may deem necessary against the entrant, in terms of these regulations.

98. PROMOTERS' RESPONSIBILITY REGARDING ADMINISTRATIVE CHECKING

Administrative checking consists of checking of entrant's and Riders'/riders' licences. For foreign competitors their payment, licences and authorisation [start permission] of their FMN, must also be checked. In Continental/Intercontinental events held entirely on tarred circuits the medical card of the Rider must be checked by a medical officer who shall return the medical card at the end of the event.

Checking will be the responsibility of the Secretary of the Meeting and/or the Clerk of the Course and should take place prior to any practice or if there is no practice scheduled, prior to the event.

99. PROMOTERS' POWERS REGARDING ENTRIES (See GSR 95)

Promoters may, at their discretion:

1. Select, accept or refuse entries with reasons, the latter with the proviso that reason for such refusal is made known and is acceptable to FIM AFRICA (See GSR 100).
2. Offer a reserve entry to any competitor whose entry is refused.
3. Waive (in writing) entry fees or refund them.
4. Require accepted entries to comply with any specific conditions(s) before being permitted to start provided that such conditions are stated in the SRs.
5. Abandon or postpone a competition or class therein if insufficient entries or starters are received, **provided that the minimum number of entries or starters is stated in the SRs.**
6. Permit the nomination of a Rider/rider to be delayed, always provided that a fully completed entry form is received before the start of the competition.



7. with the consent of the Jury/Stewards of the Meeting, permit a change of vehicle/machine or Rider(s)/rider(s) from those nominated in the official programme or official instructions, on written application being made by the entrant **not less than one hour before the start of the competition**, provided that:
- a) A change of only one or the other and not both is permitted.
 - b) No change is permitted if a reserve entrant is available to take the place of the entrant applying for the change.
 - c) The SRs provided for a change of Rider or vehicle/machine (see GSR 152 (viii)).

100. REFUSAL OF ENTRY

If an entry for a competition is refused, notification of such refusal shall be sent to FIM AFRICA and the entrant by e-mail within **48 hours** of receipt of the entry concerned. Such refusal is final (subject to the provisions of GSR 99 (i)) and is not subject to appeal.

101. ACCEPTANCE OF ENTRIES

If the number of entries received exceeds the maximum number of competitors laid down in the SRs those to be accepted shall be selected in the manner specified in the SRs. If no manner is specified, they shall be selected either by ballot or by the order of their receipt except that in the case of a recognised championship/challenge/series, those competitors in contention shall receive preference. Acceptance of entries is signified by their publication in the programme.

102. PROMOTERS TO ACKNOWLEDGE ENTRIES

Promoters shall, within 7 (seven) working days of receipt of an entry or within 2 (two) working days after the closing date for entries, whichever is earlier, if his/her entry is:

1. refused; or
2. placed on a list of reserves; or
3. held in abeyance for further consideration provided that in this case he/she shall be notified of the final status of his/her entry within 2 (two) working days after closing of entries.

103. CONDITIONAL ACCEPTANCE OF ENTRIES

SRs may provide that entries may be accepted under certain clearly stated conditions. For instance, where the number of starters is limited, an entry may be accepted conditionally upon a vacancy occurring among entrants already accepted. Conditional acceptance shall be notified to the entrant at the latest on the day following closing of entries.

104. CLOSING OF ENTRIES

The date specified in the SRs for the closing of entries shall, in the case of **Continental/Intercontinental** meetings, be **not less than 14 (fourteen working days) and**, in the case of **other competitions**, **not less than 2 (two) working days** before the date of the meeting unless FIM AFRICA, under exceptional circumstances, authorises that entries may be accepted on the day of the meeting.



105. PUBLICATION FORBIDDEN OF NAMES OF UNACCEPTED ENTRIES

The promoters shall not enter in the programme or publish as entered the name of any competitor or Rider in respect of whom they have not received, accepted or conditionally accepted an entry or a nomination.

Acceptance shall be shown as such by virtue of publication of same in the programme.

Competitors entered conditionally (see GSR 103) shall be designated as such when entries are published.

106. NOMINATION OF RESERVES

Should any competitor be eliminated in accordance with GSR 101 of these rules, he may be accepted as a reserve provided his prior consent to such a course has been notified in writing to the organisers, who have agreed to this action.

107. MULTIPLE ENTRIES

A vehicle/machine shall not be entered more than once for an event unless, under exceptional circumstances, FIM AFRICA permits it to be entered twice by different entrants who jointly share responsibilities. The vehicle/machine shall not compete more than once in the event and unless the SRs make allowance for it, no change of Rider/rider will be permitted.

108. RESERVED

109. RESERVED

110. RESERVED

111. DISPUTES REGARDING ENTRIES

In the case of a dispute between a rider and the organisers regarding the acceptance of some other entry prior to the start of Technical Control, FIM AFRICA shall judge the matter. **In such case the 14-day notice period is not applicable.**

Under no circumstances shall an entry judged to have been incorrectly accepted, be permitted to compete in the event pending the hearing of a protest or appeal.

If a protest against the decision of the Clerk of the Course regarding the validity of an entry is lodged with the Jury/Stewards of the Meeting after the start of Technical Control, their decision shall be final in this instance.



PART 5 - COMPETITORS AND RIDERS – THEIR RESPONSIBILITIES, MEDICAL CERTIFICATES & LICENCES

All Competitors and their families are reminded of the Code of Conduct, which must be adhered to at all times as well as the FIM Code of Ethics. The Code of conduct will be sent to the FMN's for signature by the rider and returned to the event secretary for record purposes.

112. RESERVED

113. ENTRANT

See GSR 22. In particular entrants shall:

Hold the appropriate FMN Entrant licence (this may be through their children in the case of minors) prior to being issued a FIM AFRICA Entrant Licence:

1. Be bound by the provisions of the GSRs applicable to the event, such agreement being signified by the signature of the holder on the licence.
2. Sign the entry form and pay the required entry fee after ascertaining that the details thereon are correct.
3. Before a competition, satisfy themselves as to the eligibility and safety of the vehicle and the competence of its Rider(s)/rider(s).
4. Ensure that a vehicle is maintained in an eligible and safe condition throughout the competition.
5. Ensure that a competing vehicle and the Riders are those nominated.
6. Ensure that only authorised persons are carried in the vehicle.
7. Be present or represented at documentation.
8. Understand and accept the full consequences of GSR 93 notwithstanding that the signatory may be the Rider or another party authorised by the entrant.
9. Ensure that the vehicle is presented at the correct time and place for official scrutiny and be in attendance during scrutiny.
10. Be responsible for the presentation of their competing vehicle to Technical Control insofar as.
 - a) It conforms to the group, category or class and/or regulations governing the event, including any modifications which have been performed on it.
 - b) The vehicle is in a clean and safe condition.
 - c) The competition numbers and sponsor's advertising decals (if any) displayed on it are in accordance with, and that they are positioned as required by, the regulations.
11. Have the sole right of protest at events.
12. If the entrant is a corporate body, prior to the event, appoint a natural person to represent it at the meeting entered. The person so appointed may be a Rider or rider. Such appointment must be in writing and **available at the competition** and may be for a limited period or for a maximum term of one year. In the absence of any such written appointment, the Rider/rider shall automatically be deemed to be the entrant's representative.
13. Have the prime responsibility for all acts and omissions of all persons connected with his entry (notably his Rider(s), mechanic(s), pit personnel, passengers and service crews) and for ensuring that they comply with the rules and regulations, and be responsible for the payment of any fines levied on such persons.



14. Ensure that they sign on at documentation with his Rider(s) / rider(s), in order to formalise their legal standing at the event in question.

114. ENTRANT'S REPRESENTATIVE

See GSR 22. In the absence of a separate entrant, the nominated Rider (or his/her parent/legal guardian), or the first nominated Rider (or his/her parent/legal guardian) in the case of more than one Rider, shall be deemed to be the representative of the entrant and shall assume the applicable duties and responsibilities.

115. ENTRANT RESPONSIBLE FOR HIS REPRESENTATIVE

Notwithstanding the foregoing, an entrant is held responsible for any misdemeanour of a Rider acting as his/her representative and, with the Rider, is liable to penalty.

116. INDIVIDUAL RESPONSIBILITY

All persons who during a competition are connected with an entry are not absolved from their individual responsibility under any relevant regulations because of the responsibilities assumed by the entrant or his/her representative.

117. RESERVED

118. CONSUMPTION OF ALCOHOL

It is forbidden for any competitor to consume alcohol while taking part in an event, or in the time period between a competitor completing an event and the relevant race officials at the event giving a decision on any protest and/or appeal that he/she may have lodged. Offenders shall be excluded from the event and shall be reported to FIM AFRICA for possible further action. Likewise, action may be taken against any competitor where persons associated with him/her cause unnecessary problems for the race officials as a result of being under the influence of alcohol. No alcohol may be brought into the paddock nor may anyone consume alcohol in the paddock.

119. RESERVED

120. ENTRANTS AND RIDERS FORBIDDEN TO ABANDON A COMPETITION OR TO ABANDON ONE COMPETITION AND COMPETE IN ANOTHER

Any competitor having entered, or any Rider having undertaken to drive in any competition, who does not take part in the competition or who takes part in another competition on the same day or at some other place, shall be suspended (temporary withdrawal of licence) as from the beginning of the latter competition for such time as FIM AFRICA considers fit. If the two competitions take place in different countries, FIM AFRICA and the FMN concerned shall agree as to the term of suspension and in default of such agreement the question shall be referred to the FIM whose decision thereon shall be final.

121. RESPONSIBILITY OF RIDERS, CO-RIDERS AND PASSENGERS

Riders, co-Riders and passengers must be aware of the articles, rules and regulations governing the competition they are entered in.



In particular they:

1. Must hold a FIM competition licence of the correct grade for the competition entered. This licence must be available at all times during the competition.
2. Must, if required, have passed a medical examination prior to issue of the above licence.
3. Must present in person their licence at Technical Control and/or documentation.
4. Must wear the required protective clothing approved for the competition entered.
5. Must decline to compete in a vehicle which they know to be ineligible for the competition entered.
6. Must not enter more than one meeting on any one date unless they hold the permission of the FMN concerned.
7. **must be aware that they may only enter, or be entered for, competitions in countries other than that which issued their licence if:**
 - a) They have the written approval [start permission] of their own FMN.
 - b) The event is listed on the Continental/Intercontinental sporting calendar.
8. Must at all times obey the instructions of an authorised official of the meeting, taking any disputes with such officials to the Clerk of the Course.
9. must be present at any meetings or briefings where this is required by the regulations or by The Jury/Stewards of the Meeting. They must also be present, unless by prior agreement with the organisers, at any prize-giving or ceremony where their presence is required by the regulations.
10. May only drive in circuit races and speed events on tracks approved by the FIM or FIM AFRICA.
11. May only compete in competitions which have been approved by FIM AFRICA by the issue of an organising permit. **Participation in events not authorised by the FMN in whose country the event takes place will invoke the strongest disciplinary measures including but not limited to, loss of their FIM licence.**
12. Must be aware of the contents of these regulations and in particular of the riding conduct required for the event entered.
13. Must agree to be bound by these regulations, such agreement being signified by the signature of the holder on the licence application form.
14. Must not have prior knowledge of the route to be followed in rallies, trials, off-road, endure or similar events, unless permission has been obtained from FIM AFRICA for competitors to have prior knowledge.

122. ACQUAINTANCE WITH AND SUBMISSION TO THE RULES

Every person, group of persons, etc., organising a competition or taking part therein shall by doing so or by and upon applying for an organising permit, or by and upon applying for a licence from FIM or by and upon entering for a competition, be deemed to have and recognise that they have:

1. Made themselves acquainted with these GSR's.
2. Submitted themselves, without reserve, to the consequences resulting from these rules and any subsequent alteration thereof and agreed to pay as liquidated damages any fines or costs imposed upon them within the maxima set out in the Schedule of Fees.
3. Renounced, under pain of disqualification (see GSR 186) the right **to have recourse except with the written consent of FIM AFRICA to any arbitrator or tribunal not provided for in these rules.**



4. agreed to exonerate and keep indemnified the promoters, FIM AFRICA and its respective directors, employees, officials, their servants, agents and representatives from and against all liability whatsoever to any such person or body or group of persons respectively in respect of or in connection with any meeting, competition or event held under these rules from whatsoever cause arising or alleged to have arisen;
5. in the case of competitors (whether entrants, Riders or passengers) in competitions, agreed to exonerate and keep indemnified all other competitors, their servants or agents from and against all liability whatsoever to such entrants, vehicle owners or possessors, Rider, co-Riders or passengers in connection with the driving of their vehicles or any other act, omission or occurrence during the course of a race or official practice therefor;
6. agreed as set out in sub-paragraph 4) and 5) of this rule with each and all the persons and bodies referred to in those sub-paragraphs so that each and any of these persons and bodies shall be entitled to the benefit of such agreements;
7. agreed to be examined by a Doping Control/Alcohol Control Officer prior, to, during or following a motor sporting event, meeting or competition, further agreed to allow a sample of blood and/or urine to be taken for laboratory analysis by the Doping Control/Alcohol Control Officer concerned, to determine the presence or otherwise of alcohol or prohibited drugs as listed in the FIM AFRICA Anti- Doping Code in accordance with the procedures for testing as prescribed by WADA and contained in the FIM AFRICA Anti-Doping Code;
8. Fully accepted that, should the analysis of the samples taken reveal the presence of alcohol or drugs, or the refusal to allow samples of blood and/or urine to be taken, will result in FIM AFRICA taking disciplinary action as envisaged in its Anti-Doping Code - as prescribed by WADA.

123. SMOKING IN PROHIBITED AREAS

Smoking is strictly forbidden inside the pits, on pit lane and on the pit wall. It is also forbidden in the vicinity of fuel or other flammable liquids / materials. Offenders may be penalised by race officials.

124. CAMERAS AND RECORDING DEVICES

No camera or recording device may be fitted to the crash helmet or anywhere on the body of any competitor. Offenders shall not be permitted to take part in the event until such time as the area of non-compliance is rectified.

125. LICENCES ISSUED BY FIM

Competition licences for participants.

126. LICENCES ISSUED BY FIM AFRICA

Officials' licences, competition licences and entrant licences.

127. FIM/FIM AFRICA LICENCES ISSUING AND WITHDRAWAL

The granting of a FIM/FIM AFRICA Licence may not be refused if the candidate fulfils the criteria of attribution established in the relevant regulations. All FIM/FIM AFRICA Licences are supplied and issued by the FMN of the applicant.

The FIM, FIMA and FMN may:

1. Refuse to issue a FIM/FIM AFRICA Licence for justifiable reasons. Any denial must be notified in writing and state brief reasons.



2. Withdraw a FIM/FIM AFRICA Licence following the pronouncement by the FIM of a final disciplinary sanction.
3. Taking part in meetings/events which are not authorised by the FIM, FIMA or its FMNs.
4. During a meeting, the holders of FIM/FIM AFRICA Licences may be required to present their licences to the FIM Chief Steward or the Jury President.

128. FIM LICENCE FOR PARTICIPANTS

The FIM Licence is the document necessary for any individual or corporate entity wishing to participate in any capacity in the meetings organised under the authority of the FIM and/or the CONUs.

The holder of a FIM Licence commits himself to respect the FIM regulations, as well as those of the FMN issuing the licence, and to accept the penalties applicable in case of infringement of these regulations.

129. FIM LICENCE FOR RIDERS, PASSENGERS AND TEAMS

1. The FIM rider's Licence is the document which allows riders to participate in meetings organised under the authority of the FIM and/or the CONUs.
2. The rider's Licence for FIM World Championships and Prize Events and for Continental Championships is established in accordance with the relevant Appendices and/or Regulations of the competition concerned.
3. The FIM passenger's Licence is valid only for participation as a passenger.
4. The FMNs are responsible for the issuing of the licences valid for International and National Meetings respecting the system of validity of riders' licences published annually in the FIM Yearbook and Website. To be valid, FIM international licences must be ordered by the FMNs solely through the FIM Extranet application.
5. Before issuing a FIM Licence valid for FIM Championships, Prize Events, Continental Championships or International Meetings the FMN must establish the identity, the nationality and/or the permanent residence of the applicant, his age, his state of health and his aptitude to participate in the meetings for which the licence is requested. Furthermore, the FMN must ensure that the applicant is not suspended or disqualified by the FIM or the FMN for regulatory or disciplinary reasons.
6. A FIM Licence may be issued to a foreign rider, after the FMN to whom the application is made has obtained the approval (release) of the FMN of the country of which he is a national or in which the applicant is a permanent resident. This FMN has the possibility to impose upon the applicant the subscription of a national rider's Licence before issuing the release for the FIM Licence valid for FIM Championships, Prize Events or International Meetings. Such approval will be given only once for the period of validity of the licence. In case of dispute, the matter shall finally be resolved by the FIM Africa failing which it will be referred back to the FIM (Administration). Requests for any additional international licence for the same period to another FMN are prohibited.
7. Nevertheless, should a rider be invited by the FMN of a country from which he possesses a passport to join during that same year the national team of that FMN, this rider is entitled to participate with his current valid licence for the discipline and/or championship concerned?
8. A rider with two nationalities may join only one national team in a year.
9. In the case of meetings in which part of the meeting takes place on public roads, the rider must be in possession of a valid driving licence for motorcycles - if this is a legal requirement of the country in which the meeting takes place - together with a valid FIM rider's Licence.



130 RESERVED

131 RESERVED

132 RESERVED

133 RESERVED

134 RESERVED

135 RESERVED

136. PRODUCTION OF A LICENCE

A competitor shall produce his licence on demand to an official at a meeting.

It is essential for the Secretary of the event, acting on behalf of the organisers, in conjunction with the Secretary General of FIM AFRICA, to check the licence of every competitor to confirm that they are eligible, and the licence is valid for the particular category entered. Failure to comply with this instruction will result in disciplinary action against both competitors and the organisers.

137. FORM OF MEDICAL FITNESS

All competitors, on applying for a competition licence, shall be required to submit the medical form of fitness prescribed by FIM AFRICA, duly completed and signed by themselves. Any false declaration with regard to medical fitness to compete shall render offenders liable to disciplinary action at the discretion of FIM AFRICA. The penalty for making a false declaration may extend as far as disqualification – see GSR 186. **Riders who intend competing overseas are required to comply with the specific regulations of the relevant Continental/Intercontinental body (, or FIM) regarding medical fitness to compete.**

138. PRODUCTION OF A MEDICAL CERTIFICATE

If FIM AFRICA for any reason has doubts concerning the fitness or ability of a competitor he/she may be required to furnish a medical report, issued by a specialist approved by the CMO/CMC of the event. Any competitor hospitalised following an accident will be required to furnish a medical certificate from a qualified medical practitioner or specialist before again being allowed to compete.

139. LICENCE FEES

On the issuing of a licence by FIM, a fee shall be payable to FIM by the FMN in accordance with the FIM licence fees. FIM reserves the right to amend these fee scales without notice at any time. FIMA Licences will be paid by the FMN to the FIM AFRICA Administration.

On the issuing of a licence by FIM AFRICA, a fee shall be payable by the FMN in accordance with the FIM AFRICA Licence fees. FIM AFRICA reserves the right to amend these fee scales without notice at any time. FIMA Licences will be paid by the FMN to the FIM AFRICA Administration.

PART 6 - CERTAIN POWERS AND RESPONSIBILITIES OF PROMOTERS/ ORGANISERS

GSR

140. POWERS OF THE PROMOTERS / ORGANISERS (See GSR 99)

The promoter may:

1. Through the Clerk of the Course, with the prior consent of the Jury/Stewards of the Meeting, delete part of the course or competition or ignore part of the records of the competition in the case of bona fide unforeseen circumstances. Arace may not be reduced in length except in accordance with GSR 272. For cancellation/postponement refer to GSR 244.
2. Distribute the awards at their discretion if, through bona fide unforeseen circumstances, the competition is stopped before its scheduled completion.
3. Offer additional awards.
4. With the prior consent of the Jury/Stewards of the Meeting, change the order in which events are run at a meeting, provided all competitors are advised accordingly.
5. before the meeting, amalgamate classes or create additional classes should the type and size of entry appear to warrant such action and provided that intention to do so is notified in writing to all competitors affected not less than 7 (seven) working days before the competition or within 2 (two) working days after the closing date of entries, whichever is the earlier;
6. Offer the entrant or any Rider or vehicle liable to exclusion under GSR 99 the option of transfer to any appropriate class or competition at a meeting, if such appropriate class is scheduled.
7. check the eligibility of any vehicle and/or competitor before, during or after the competition provided that intention to do so after the competition is notified in the SRs, or alternatively, to the entrant within half an hour of the publication of the provisional results;
8. Require a vehicle to be dismantled by the entrant in order to check its eligibility as and when directed by the Technical Steward.
9. Require such components and/or samples and/or technical information as may be specified to be produced by the entrant as and when directed.
10. Require the entrant to defray any costs arising from the exercise of the rights given by 7) 8) and 9) above.
11. Require the entrant to pay a fee for the re-examination of any vehicle rejected at scrutiny.
12. Specify the manner in which a tie shall be resolved should the provisions of the SRs not produce a result.

141. RESPONSIBILITY OF THE PROMOTERS/ORGANISERS

In addition to the responsibilities of the promoters/organisers contained in the FIM AFRICA GSR, SSRs, and in any relevant instructions the promoters/organisers in particular shall:

1. Ensure that the SRs and final instructions are not in conflict with the FIM AFRICA GSR, SSRs or any instruction issued by FIM AFRICA.
2. Publish SRs and make these available to prospective competitors.
3. Check the licences of competitors.
4. hold a Riders' briefing as early as is practical prior to the commencement of actual racing to allow entrants and Riders to seek clarification concerning the SRs, final instructions or any matter not specifically covered in any regulation. Where circumstances make it the only practical solution, briefings may be provided by electronic means.
5. Details of when and where (and how in the case of electronic briefings) the Riders' briefing will be held will be given in the SRs or final instructions.



6. **Draft SR's should be submitted at least 6 weeks (12 weeks in the case of Continental Championship) before the competition.** The SRs (other than for Continental/Intercontinental events) **must not repeat the FIM AFRICASSRs either in whole or in part.** If it is desired to emphasise any particular SSRs, attention should be directed to them by their numbers. SRs when being drafted should therefore be checked carefully against the relevant SSRs to ensure that there are no repetitions or contradictions.
7. issue final instructions to deal with particular points arising after the issue of the SRs, but in so far as such instructions are contrary to the SRs or these rules or impose penalties (except in exceptional circumstances approved by FIM AFRICA), they shall be invalid;
8. Before the competition takes place, furnish the Jury/Stewards of the Meeting (and particularly the FIM AFRICA Jury President who is the senior Steward) with copies of the SRs, the final official instructions to competitors and any other such documents or information as may be supplied to competitors. The Jury/Stewards of the Meeting must be informed by the organisers of the time and place of the start and finish (when applicable) and must be given all such information and facilities by the organisers, including admission tickets, etc., (where applicable) to enable them to carry out their duties. These requirements also apply to the Chief Technical / Scrutineer, Chief Medical officer and/or Chief Medical Coordinator, Chief Marshal and Environment officer. Failure to adhere to these requirements will render the organisers liable to a penalty or fine. (Refer to Schedule of Fees and Fines).
9. At least 48 hours before the commencement of a competition, furnish the FIM AFRICA Sporting Director, and the FIM Africa Secretary General, the official list of competitors and Riders entered as well as FIM Africa web site.
10. After the competition, the promoters shall:
 - a) Inform FIM AFRICA of the results of a competition within 72hrs following the competition. Results must reflect the competition licence number and names of all competitors, and failure to comply with this requirement shall be subject to disciplinary action being instituted by FIM AFRICA.
 - b) Furnish FIM AFRICA with a copy of the official programme for the event (refer GSR 89).
 - c) submit their written report to the Jury/Stewards of the Meeting, complete with copies of the full results together with details of licence numbers and names, and all such other information as is necessary to enable the Jury/Stewards of the Meeting to compile their own written report for submission to FIM AFRICA;
 - d) Through the Clerk of the Course have **72 hours** in which to submit their reports before penalties are automatically applied.
 - e) Where applicable, distribute all starting and prize money within 14 working days after the results of the competition have been finalised, or within such further period as FIM AFRICA may allow. Any awards shall be presented within a like period unless the SRs specify a particular date or occasion for presentation.
 - f) Return fees to reserve entries who did not start no later than 14 (f o u r t e e n) w o r k i n g days after the date of the competition/event.
 - g) where the SRs include prize giving in the programme of the event and circumstances arise which would cause an unreasonable delay in announcing the results after the event, the Jury/Stewards may postpone such announcement to a later date having advised all competitors present accordingly;
 - h) Where prizes/awards are presented at the close of an event, competitors who do not attend to receive their prizes/awards may forfeit them unless they have received prior permission from the Clerk of the Course to be absent from this function.
11. Ensure that a copy of the Event **Safety Plan** is presented at the 1st Jury/Stewards meeting and is distributed to all jury/stewards.



142. RESPONSIBILITY OF THE PROMOTERS OF ALL MOTORCYCLE EVENTS

Promoters/organisers MUST provide the following minimum services:

1. The practice (where applicable) to be under the control of competent members of the organising clubs (i.e. sufficient trained and well- equipped marshals). In the case of racing on a closed circuit, **all marshal posts must be manned for official practice, qualifying and racing.**
2. Sufficient firefighting equipment must be present. Same must be serviced regularly and in working order.
3. Exit of the pit road must be manned. The entire length of the circuit must be in sight of officials who are in radio/telephone contact with the official at race control.
4. **A medical rescue service, complying with the provisions of Medical Code to these regulations, must be provided.**
5. Where applicable, calibrated scales (preferably together with test weights to confirm the scale's accuracy) must be provided, to allow for the weighing of race vehicles.
6. Where use is made of 'course cars', promoters/organizers must ensure that such vehicles are adequately insured and that their occupants wear crash helmets and seat belts when the vehicles are being driven on circuit.



PART 7 – OFFICIALS

All officials are reminded of the Code of Conduct which must be adhered to at all times.

GSR

143. LIST OF OFFICIALS

No official may be less than 16 years of age. The term "officials" comprises the following persons who may have assistants. The list is not necessarily exhaustive. Officials should be adults and for all competitions, should be licenced and insured by the FMN or FIM.

1. The Clerk of the Course
2. Race Director
3. The Jury/Stewards of the Meeting
4. Technical Consultants; Technical stewards.
5. Chief Medical Officer
6. Chief Medical Coordinator
7. Chief Marshal/Safety
8. Starters
9. Environmental Officer

The following "officials" need not to be FIM Africa or FIM licenced but must be authorised by the FMN.

1. Medical Staff
2. Crowd Control Officials; Communications and Radio Officials
3. Competitor Relations Officer (or similar)
4. The Secretary of the Meeting
5. Jury Secretary
6. Timekeepers and Lap scorers
7. Flag Marshals
8. Pit and Paddock Marshals
9. Track Marshals for fire and safety
10. Circuit Observers/Judge of Fact

144. DEFINITION OF ROLE OF OFFICIALS

The role of an official is: -

1. to either guide or be instrumental in the organisation of an event; and/or
2. To check that the FIM AFRICA GSR, SSRs and SRs governing the event are complied with.

An official shall not perform any duties other than those attached to his appointment, except in cases of force majeure, and no official shall hold more than one position during a Continental Championship.

145. BUSINESS CONNECTIONS PROHIBITED/CONFLICTS OF INTEREST

It is required that any official who has, by his appointment, a "conflict of interests" or could be held to have such a "conflict of interests" because of his normal employment and/or family situation, shall report such to FIM AFRICA Administration before the competition.



BOD must approve family members working together as officials at any FIM AFRICA event to avoid any conflict of interest that might be perceived.

146. OFFICIALS' LICENCES

Certain officials in events must hold a licence issued by FIM AFRICA [GSR143]. The criteria and necessity for holding such licences will be decided by FIM AFRICA, or FIM, as will the criteria for the granting of such licences. The fee for the licence will be determined by FIM Africa Refer: (Fees and Allowance Schedule). These licences may be withdrawn by FIM AFRICA or the FIM (as applicable) if the holder proves to be incompetent or commits a serious offence. FIM AFRICA will maintain a list of all current licenced officials.

Any official who places himself at the disposal of an organiser who does not have an organising permit issued by FIM AFRICA may be suspended, at the sole discretion of FIM AFRICA.

147. RIGHT OF SUPERVISION

1. Apart from the officials referred to in GSR 143, FIM AFRICA may appoint persons with the task of attending, as an observer, any events that have requested to be a FIM AFRICA event or a FIM AFRICA supported event.
2. FIM AFRICA may appoint members of its committees or other suitable persons to observe any event run within its territory.

148. RIGHT OF THE FIM AFRICA TO APPOINT OFFICIALS

For any Continental/Intercontinental championship, cup or trophy, FIM AFRICA has the right to appoint various race officials, who report directly to the Continental/Intercontinental body that appointed them.

149. NECESSARY OFFICIALS

At each meeting or event there shall be **at least two Jury/Stewards of the Meeting** (representing FIM AFRICA), a Clerk of Course and a Scrutineer. For Continental/Intercontinental events there will be at least three Jury/Stewards of the Meeting. If more are appointed there shall always be an odd number. For FIM AFRICA EVENTS championship events the officials listed in GSR 143 must be followed.

150. CONSUMPTION OF ALCOHOL

No person in any official capacity may consume any alcohol until such time as he has discharged his official duties in their entirety. Offenders will render themselves liable to disciplinary action at the discretion of FIM AFRICA.

151. ROLES & RESPONSIBILITIES OF THE JURY/STEWARDS

Any person before acting as a Steward should be in possession of the following publications:

- a) FIM AFRICA GSR.
- b) Standing Supplementary Regulations (SSRs).



- c) Continental/Intercontinental GSRs (CSIs) (where applicable).
- d) Supplementary Regulations (SRs) and final instructions issued by the Promoters / Organisers for the meeting.
- 1. The function of the Jury/Stewards, acting as a body and not as individuals, is to constitute an impartial judicial body and, in so doing, to see that the organisers deal fairly with the competitors and that the competitors respect the organisers.
- 2. The Clerk of the Course is responsible for the safety of spectators, officials and competitors and the Jury/Stewards will not concern themselves with these matters except in an emergency, or if it appears that the Clerk of the Course is failing to take appropriate action.
- 3. For other than Continental/Intercontinental events where the Jury/Stewards have prime responsibility, the Clerk of the Course is the Chief Executive Officer for any meeting and the Jury/Stewards should not interfere with him in the carrying out of his duties nor assume duties or responsibilities which are properly those of the Clerk of the Course.
- 4. The Jury/Stewards, during a meeting, should bring to the notice of the Clerk of the Course any serious shortcomings in organisation which may come to their notice and which may endanger spectators, officials or competitors, if not immediately rectified.
- 5. The Jury/Stewards should not, except for the most urgent reasons, issue instructions directly to officials or competitors, but should always deal with and through the Clerk of the Course unless it appears to them that the meeting is not being properly or safely conducted or that important matters are being overlooked by the Clerk of the Course.
- 6. If it is essential for the Jury/Stewards to take urgent action, the Clerk of the Course should be advised of the action taken as soon as possible.
- 7. Should the circumstances warrant this, FIM AFRICA shall have the right to appoint one or more alternate Jury/Stewards to hear protests which are not able to be heard during the event in question.

152. RESPONSIBILITY AND AUTHORITY OF THE JURY/STEWARDS OF THE MEETING

- 1. The Jury/Stewards of the Meeting shall have authority for the enforcement of the CSIs (where applicable for Continental/Intercontinental events), GSRs, SSRs and the SRs once they become empowered to act.
- 2. The Jury/Stewards of the Meeting shall not in any way be responsible for an event's organisation and shall not have any executive duty in connection therewith.
It follows therefore, that in the discharge of their duties they do not incur any responsibility except to FIM AFRICA. As an exception to this principle when a meeting is promoted directly by FIM AFRICA, the Jury/Stewards of such a meeting may combine their duties with those of the promoters. In a meeting comprising several competitions there may be different Jury/Stewards of the Meeting for each competition. When FIM AFRICA has appointed one or more of the Jury/Stewards of the Meeting, such Steward, or if more than one, the Steward appointed as the Senior Steward, shall act as chairman of the Jury/Stewards of the Meeting.
- 3. They may, in exceptional circumstances, amend the regulations.
- 4. They may forbid the running of any competition not in conformity with the applicable regulations, or in a case of "force majeure", or for safety reasons.
- 5. They may modify, or instruct modifications to the programme, the services or installations, whether or not these have been suggested by the Clerk of Course, in order to ensure greater safety for the competitors or the public.
- 6. They may appoint deputies in the absence of any of their number to make sure the



required number of Jury/Stewards is present.

7. They may postpone a competition in case of "force majeure" or for reasons of safety.
8. They may authorise a change of Rider if such change is foreseen in the SRs, or SSRs.
9. They may authorise a restart after a competition has been stopped.
10. If appropriate, the Jury/Stewards of the Meeting may increase the penalty for a false start.
11. They shall determine if a competition should be concluded after it has been stopped by the Clerk of the Course.
12. They may authorise a new start in the event of a dead heat.
13. They may amend the classification.
14. They must investigate or cause to be investigated any incidents or breaches of the regulations which they observe, or which are reported to them.
15. They may recommend to FIM AFRICA that further action be taken against a competitor for any serious offence, including holding of courts of enquiry.
16. At the end of the competition or meeting, the Jury/Stewards must report to FIM AFRICA such matters as it requires. However, this report must contain at least all details of protests lodged, whether heard or declined, appeals received, their recommendations for any further penalties or sanctions and a report on the competence of the Organisers. This report must be submitted to FIM AFRICA only **within 7 (seven) working days from the date of the competition**. Any protest fee retained, or appeal fees must accompany the report irrespective of whether the protest lodged was heard or not. The report must be a fair and honest, and must in no way, endeavour to protect the interests of the Promoters and/or Organisers and/or officials and/or competitors.
17. They shall be present at a meeting or event from the first Technical Control or administrative checking to the end of the time for protests following the publication of provisional results or until all protests are dealt with. They may adjourn such protests to a time and place suitable to all parties. This time must be extended to include any final Technical Control or dismantling.
18. In general, the Jury/Stewards of the Meeting become empowered to act as soon as the first action of the meeting or event commences. This will normally be documentation or Technical Control. Any disputes prior to this time must be dealt with by FIM AFRICA who alone may decide disputes regarding entries or projected changes to the regulations up to this moment. Their role ends when they sign the final results or when all protests are heard and the time for lodging a notice of intention to appeal has expired.
19. They shall settle any protests which may arise during a meeting in such a manner as they deem appropriate, subject to the rights of appeal provided in these rules. Jury/Stewards may receive protests either directly or through the Clerk of the Course. The time that the protest is received must be recorded on the protest and signed by the Steward or the Clerk of the Course.
20. The Jury/Stewards should satisfy themselves that the protest has been lodged strictly in accordance with these GSR'S. Competitors are deemed to know the FIM AFRICA GSR'S and it is not the function of the Jury/Stewards to assist or give advice to competitors regarding the manner and method in which protests should be lodged.
21. The Jury/Stewards and the COC should ensure that the hearing of protests is in private and hear each aggrieved party separately. It is not the function of Jury/Stewards to act as prosecutors, or defendants. They should ask questions on points of clarification but should generally leave the various parties involved to state their case in amplification of the written



protest previously lodged.

22. "Club Jury/Stewards" are not appointed to protect the interests of the organisers or the promoters, and they must not interpret their responsibilities in this manner.
23. In considering the SRs, Jury/Stewards must consider the SRs as published. They must only be concerned with the normal plain meaning of the wording of the regulations and must pay no attention to any claim as to what any regulations were intended to mean. In the case of ambiguity, the SRs should be read and taken as a whole before a decision regarding the intention of the regulations is decided upon.
24. In the case of the Jury/Stewards not being unanimous in their findings, a majority decision prevails. If there is an equality of votes, the Senior Steward shall have the casting vote.
25. If for any reason the Jury/Stewards cannot give findings immediately after the hearing, they shall inform the interested parties of the time and place at which the findings will be given. This notice must be given both verbally, and in writing.
 - a) Should there be the slightest possibility that new and/or additional evidence concerning a matter heard may change the findings of the hearing, it is essential that they reserve judgement. In such instances, the parties must be advised within one hour of the end of the hearing, of the time and place at which the decision will be given (Refer to GSR 202).
26. In addition to hearing protests, the Jury/Stewards may be called upon to deal with an alleged breach of the regulations. A hearing should be held similar to hearings held in the case of protests and the procedure is similar. Having arrived at a decision, the Jury/Stewards may impose a penalty (refer GSR 177, 178, 183 and 184).
27. Where a decision made by the Jury/Stewards affects the results of an event/race, the Jury/Stewards shall, as soon as possible, advise the relevant officials accordingly to allow the latter to amend the provisional results, for re-publication.

Note: Jury/Stewards are often prevailed upon to give advice to competitors who are annoyed or aggrieved by the actions of the Promoters. They should firmly but tactfully **avoid giving such advice**, which often arises from a question that is a concealed protest. Once having given solicited or unsolicited advice to competitors or organisers, the Jury/Stewards have **automatically debarred themselves** from dealing with any protest which may subsequently arise on the matter: Jury/Stewards who thus compromise their positions cannot carry out their judicial duties, and powers, and this gives rise to unnecessary appeals.

153. SCALE PENALTIES WHICH CAN BE IMPOSED BY THE JURY/STEWARDS OF THE MEETING

Refer GSR 177.

154. JURY/STEWARDS' REPORT AND POWERS OF FIM AFRICA FOLLOWING JURY/STEWARDS' REPORT

1. The Jury/Stewards (as a body) must submit their written report to FIM AFRICA **within 7 working days from the date of the event** in accordance with the GSRs, forwarding therewith the



documents received from the Clerk of the Course.

2. If it appears to FIM AFRICA from the Jury/Stewards' Report or otherwise that the results of a competition have been improperly or incorrectly made or that any breach of condition of permit, defect in organisation, breach of any of the FIM AFRICA GSR, SSRs or SRs, or other irregularity has taken place, or that the Jury/Stewards have recommended further action, FIM AFRICA shall be entitled to enquire into the matter as envisaged in GSR 211 below or otherwise and, after giving the interested parties an opportunity of being heard, make such order as it deems proper, even though no protest or appeal may be pending, and whether or not such breach has been the subject of protest and/or appeal.
3. No such enquiry shall be ordered after the expiration of 60 working days from the date of publication of the results and further provided, except where the Jury/Stewards have recommended further action, that no matter shall be the subject of any enquiry under these rules if it could and should have been the subject of protest or appeal at the meeting when it arose, unless FIM AFRICA deems that the circumstances warrant a formal enquiry. All parties involved in the enquiry, must be advised of the scheduled hearing before the expiration of 90 working days from the date of publication of the results.

FIM AFRICA reserves the right to take disciplinary action against Jury/Stewards if it becomes evident after the running of a competition that any incidents, contraventions or breaches of rules have occurred during the competition and are not reflected in the Jury/Stewards' report (Refer GSR 152 (16)).

155. RESERVED

156. DUTIES AND AUTHORITY OF THE CLERK OF THE COURSE

The Clerk of the Course for the meeting has the supreme authority for the conduct of the meeting or competition, and other than in the case of Continental/Intercontinental events, the Clerk of the Course acts on behalf of the Promoters/Organisers in accordance with GSR 70.

If a Secretary of the Meeting is not appointed, the Clerk of the Course automatically takes on that responsibility. There may be different Clerks of the Course appointed for various events during a meeting. There may be one or several Assistant Clerks of the Course appointed who are responsible to the Clerk of the Course. The role of the Clerk of the Course begins with opening of entries and ends when his final report to the Jury/Stewards of the Meeting is signed. Irrespective of the status of the event, the Clerk of the Course must be present during the entire duration of the event.

It is **prohibited for a Clerk of the Course to act as a Judge of Fact** at any event at which he is officiating in the capacity of Clerk of the Course (refer to GSR 144).

The Clerk of the Course shall in particular:

1. Check that all members of the organisation are competent and aware of their duties.
2. Co-ordinate and supervise all the elements which take part in the organisation of practice and the competitions.
3. Generally, keep order in co-operation with the civil authorities.
4. Ensure that all elements of the safety services (and the safety barriers, if required) are in



position and ready to carry out their duties or purpose.

5. The Jury/Stewards of the Meeting should be informed if any of these elements are missing or impaired and should be advised by the Clerk of the Course as to the next step to be taken.
6. Co-operate with any Inspector, Observer or Technical Consultant appointed by FIM AFRICA. If any conflict arises it must be resolved by the Jury/Stewards of the Meeting.
7. Control the running of practice and respect of the programme and regulations and, if necessary, inform the Jury/Stewards of the Meeting of any proposal to modify same whether for the interests of the competition, the public safety or "force majeure".
8. Take his own decisions within the limits and scope of his authority as set forth in FIM AFRICA GSR, SSRs and SRs for the event.
9. in dealing with dangerous, unsporting or unsafe riding at a race meeting, it is the responsibility of the Clerk of the Course to deal with these matters in terms of the powers vested in him and if necessary, to ask the Jury/Stewards of the Meeting to impose further penalties;
10. If a vehicle appears to be dangerous, it may be halted by the Clerk of the Course or prevented from competing.
11. Check that results are established [including penalties] and distributed as quickly as possible to competitors, after the results concerned have been checked and amended if it is obvious that they were incorrect.
12. Stop the practice or event by the appropriate means when in the Clerk of the Course's sole opinion it is unsafe to continue.
13. Supervise the entrants, riders and their vehicles to prevent any who have been disqualified, suspended or excluded or any ineligible rider or vehicle from taking part in the event and order their removal from the course or its precincts.
14. In conjunction with the starter, (where applicable) bring the vehicles to the start in accordance with the established starting order and if necessary, start them.
15. Keep the Jury/Stewards of the Meeting fully informed regarding all incidents.
16. Advise, in writing, the rider or, in his/her absence, the entrant or Team Manager, of any penalty imposed at the earliest possible opportunity.
17. Receive any protest either against the findings of the Clerk of the Course or otherwise and convey same to the Jury/Stewards of the Meeting.
18. Convey to the Jury/Stewards of the Meeting any breach of a rule by, or misbehaviour of a competitor and details of any penalty imposed.
19. Collect the reports of Timekeepers, Technical and Observers and all other information necessary for determination of the results.
20. Convey to the Jury/Stewards of the Meeting the provisional and final results, after duly having signed same.
21. Prepare with the assistance of the Secretary of the Meeting the closing report of the event or meeting and pass same to the Jury/Stewards of the Meeting, furnishing copies to FIM AFRICA **within 7 working days of the date of the competition.**
22. In the case of Continental Championship and FIM Africa Regional event Championship events, furnish the Administration, with the full results of the competition within 72 hours following the event.



157. PENALTIES WHICH CAN BE IMPOSED BY THE CLERK OF THE COURSE

The Clerk of the Course is empowered to penalise competitors in the following instances and shall notify his intention to do so.

1. **Generally:**

- a) Reprimand, fine up to maximum refer to Fees and Allowance Schedule (except as provided for in GSR 176), impose a time penalty, exclude a competitor and/or preclude a competitor from participation for contravening a particular rule for which no specific penalty is prescribed; but not in an Continental/Intercontinental event where the Jury/Stewards must determine what penalty to impose.
- b) Exclude/preclude a competitor from participation and/or fine the entrant of a vehicle reported by the Technical Consultant to contravene Regulations and Specifications (see GSR 176).

The Clerk of the Course may not, however, impose a fine in lieu of exclusion in the case of a contravention relating to technical rules or specifications, unless the contravention is of a minor nature that the appointed Technical Consultant agrees would afford absolutely no advantage to the competitor.

2. **In Circuit Racing or Speed Events:**

- a) Show the black flag to a competitor, requiring him to stop as prescribed.
- b) Impose the prescribed time penalty for a contravention reported by a Judge of Fact or an event official and immediately notify the competitor's pit.

3. **In Off Road, Enduro, and Cross-Country events:**

Impose the prescribed time penalties or exclusion for late/early arrival at controls and/or exceeding maximum permitted:

- a) lateness at controls, or
- b) Running times for portions of the course. Competitors to be penalised shall be so informed and given the opportunity of protesting to the Jury/Stewards of the Meeting against the findings of the Clerk of the Course.

158. GRADING OF CLERKS OF THE COURSE [COC]

1. No person shall act as Clerk of the Course or be appointed to officiate as such at a FIM AFRICA Event unless, in accordance with the regulations, he has been graded in a category not lower than that appropriate to the competition at which he is to officiate, or for which he is to be appointed.
2. Any person desiring to be graded in terms of paragraph i) shall make application, in good time, to FIM AFRICA, who will advise the necessary information.
3. No person will be graded unless he has attended the appropriate seminar and passed the examination provided by FIM Africa. However, that if an applicant can satisfy FIM AFRICA, as to his ability and previous experience, the need to attend an appropriate seminar may be waived, by FIM AFRICA. All applicants, however, will be required to write and pass the examination.
4. Any grading, made in terms of these regulations, shall be subject to review at any time by FIM AFRICA which shall have the right in its sole discretion to amend or withdraw any grading. Applications for up-grading and renewal must be made in writing to the relevant FIM Africa Sporting Commission.



5. Notwithstanding that a person has satisfactorily completed and passed the grading examination with high marks, his grading will be dependent on his experience and the recommendations of the relevant FIM Africa Sporting Commission.
6. A person obtaining a high mark but given a lower grading will be advised that the licence issued will be upgraded without the necessity of rewriting the examination once a higher level of experience is obtained.
7. FIM AFRICA may downgrade a licence if the holder does not make use of it at regular intervals or if the holder does not conduct himself and execute his duties to the complete satisfaction of FIM AFRICA.
8. COC FIM Africa licences shall be valid for a maximum period of three calendar years.
9. The FIM Africa COC licence may be renewed provided the applicant writes and passes the examination at the time of renewal.
10. COC are required to attend the relevant FIM Africa Sporting seminars every 3 years.
11. **GRADING: MOTORCYCLE TRACK RACING, MX, SPEEDWAY, SUPER MOTO, Enduro, Off Road**
COC must be holders of a current FIM Africa officials' licence for the particular discipline. [As stated above in GSR 158].
 - a) **GRADE A. [80% Pass]**
The holder is authorised to take full charge as Clerk of the Course of any race meeting or speed event. Grade A is obligatory for taking charge as Clerk of the Course of any meeting which includes a FIM Africa Continental event.
 - b) **GRADE B. [65% pass]**
The holder is authorised to take charge as Assistant Clerk of the Course for a Continental race meeting. This grade will allow the holder to be an Assistant COC at Continental events and COC at any Regional.
 - c) **GRADE C. 50% pass]**
The holder may take charge as Assistant Clerk of the Course of a FIM Africa Regional event race meeting.

159. DUTIES OF THE SECRETARIES OF THE MEETING (Event & Jury)

The Secretary of the Meeting shall be responsible for the organisation of the meeting. In particular, he/she shall:

1. Check the validity of all entries received and report such to the organising committee.
2. check or cause to be checked, and retain copies of all entries in a file of, the competitors' licences as well as the age eligibility of the competitor for the class/category entered;
3. During the meeting maintain the Official Notice Board(s).
4. Publish official bulletins from the Jury/Stewards of the Meeting and information from the Clerk of the Course, and signed race results on the Official Notice Board(s).
5. Send all necessary documentation to officials and competitors before, during and after the meeting.
6. Advise all the officials (including the timekeepers) of any change of Rider, subject to the Jury/Stewards of the Meeting having agreed to such change.
7. If necessary, assist the Clerk of the Course to compile his final report.
8. The Jury Secretary shall assist the Jury members in all aspects including typing up of Minutes, refreshments etc. she/he will also assist the Event Secretary during Jury meetings.

NB: FIM Africa has a comprehensive Event Organising Guide for Admin Officials [see



www.fimafrica.com] which will help in covering these many tasks.

160. DUTIES OF THE STARTER

The principle duties of the starter are:

1. To check that the means of starting (flags, lights) are in good working order.
2. To receive the vehicles proceeding to the starting areas and arrange them in the correct order of their start times or as per start schedule.
3. To start the event, having ascertained that the conditions for the start are complied with.

161. CIRCUIT OBSERVERS/JUDGE OF FACT (SEE GSR 162)

One or several Circuit Observers/Judges may be appointed by the organising committee of a race/event to supervise and observe certain aspects, and to report on their findings. It is strongly recommended that only individuals, who hold a Clerk of Course Licence, be appointed to these positions.

162. DUTIES OF A CIRCUIT OBSERVER/JUDGE OF FACT

Observers are appointed by the COC to check for any violations during a competition at a particular point or points where competitors may take an unfair advantage of any given situation. Their names must be published on the officials list of the event as Observers.

An observer must report his findings directly to the COC which must include the place, time and vehicle number.

163. DUTIES OF THE TIMEKEEPERS

The principle duties of the Timekeepers are:

1. To report to the Clerk of the Course at the beginning of the meeting or event to receive the race programme and starting list.
2. To check their apparatus which must include a UPS device and verify its accuracy.
3. To use for timing only such apparatus as is approved by FIM AFRICA or, for the purpose of FIM AFRICA EVENTS championship events or Continental/Intercontinental record attempts, by the FIM AFRICA EVENTS.
4. To produce printed results for each race which should include the rider's number, surname, race time, fastest lap and include any time penalties given by the COC for every competitor in the particular race.
5. To prepare and have the Chief Timekeeper sign their reports and to transmit same to the Clerk of the Course for his signature and, for record attempts, to FIM AFRICA.
6. To send on request their original time sheets either to the Jury/Stewards of the Meeting or FIM AFRICA.
7. To refrain from communicating any results or times except to the Jury/Stewards of the Meeting or the Clerk of the Course and FIM AFRICA, or the FIM AFRICA EVENTS officials, except as instructed by these officials.

164. RESERVED

165. RESERVED

166. DUTIES OF THE TECHNICAL STEWARD/S [Scrutineer]



Scrutineers are entrusted with the checking of vehicles. In general, this checking is divided into visual safety checking of vehicles and checking of compliance with the groups and regulations. These checks are conducted in conjunction with the FIM AFRICA appointed technical consultant/s, where such are appointed. In addition, the scrutineers are required to examine the protective clothing and helmets of Riders/riders. They shall:

1. Make these checks before the meeting or event when requested to do so by FIM AFRICA or the organisers and during or after the meeting when requested by the Clerk of the Course or the Jury/Stewards of the Meeting.
2. Where appropriate, compile a checklist relating to items such as the park fermé.
3. Use only measuring instruments of a type acceptable to FIM AFRICA.
4. Ensure that all necessary equipment and checking instruments approved by FIM AFRICA are present and in proper working order and, where required, the official scale, sound tester, test weights and a current assize certificate are available.
5. Not communicate any official information except to the Clerk of the Course or to the Jury/Stewards of the Meeting.
6. Report to the Clerk of the Course any vehicle they consider dangerous in construction or unsafe or ineligible to compete.
7. Prepare and have the Chief Technical steward sign their reports and forward them to the jury/stewards of the meeting.
8. May inspect a vehicle at any time during the event for conformity.

167. DUTIES OF TECHNICAL CONSULTANTS

FIM AFRICA has the right to appoint Technical Consultants to any meeting, event or category of motorsport. Technical Consultants assume primary responsibility for all technical aspects of the category to which they are appointed.

Technical Consultants may be utilised by FIM AFRICA in an advisory capacity, and to assist with the homologation of vehicles.

Where disputes arise concerning technical matters, the final decision rests with the appointed technical consultant/s.

Their advice on technical matters may therefore not be disregarded or ignored by a Clerk of the Course, but they do not usurp his/her functions.

While technical consultants are available to give advice to officials and/or competitors, they report to, and are responsible to, FIM AFRICA directly.

168. GRADING OF TECHNICAL STEWARDS.

All Technical stewards shall hold Technical licences for the particular discipline issued by FIM AFRICA. They must have attended a Technical seminar organised by FIM Africa and written and passed the exam as well as a practical exam for the particular discipline.

The FIM Africa Technical licenses will only be issued for the following disciplines.

1. MX, Supermoto, Off road, Enduro, trials and Rally Raid
2. Circuit Racing [NB currently this is unavailable]
 - a) **GRADE A TECHNICAL STEWARD [80% pass]**



A Grade “A” Technical steward is authorised to oversee and take full charge of the Technical Control for any competition held under FIM AFRICA permit.

b) GRADE B TECHNICAL STEWARD [65% pass]

A “B” grade Technical steward may assist and report to an A Grade Technical steward at FIM Africa Continental events. He may take charge at any FIM Africa Regional, Challenge or Cup event.

169. DUTIES OF PIT CONTROL OFFICER

Pit observers shall check the replenishment and servicing of vehicles during a competition. They shall check that the regulations and prescriptions governing replenishment and servicing are obeyed and report in writing any breaches to the Clerk of the Course.

170. DUTIES OF ROAD OBSERVERS AND FLAG MARSHALS

Road observers will occupy posts assigned to them by the Clerk of the Course. As soon as the meeting begins each road observer shall immediately report to the Clerk of the Course by the fastest means available, any incidents or accidents which occur along the section of road circuit entrusted to their care. Flag Marshals are specifically entrusted with the display of flag signals as outlined in Appendix F. They may also be road observers. Any incident observed by either Flag Marshals or Road Observers and so reported, must be followed by a written report directed to the Clerk of the Course.

171. GRADING OF MARSHALS (FOR RELEVANT CATEGORIES OF MOTORSPORT, NOTABLY CIRCUIT RACING)

The minimum age of any marshal shall be 16 years (all marshals under the age of 18 years shall remain Junior Marshals until their 18th birthday).

a) GRADE C – COURSE, FLAG, FIRE MARSHAL

After fulfilling all the requirements as specified under Grade 1 and deemed capable by the Post Chief and Training Officers, he/she may be upgraded to one of the above positions. A marshal must remain at this level for a minimum of 5 race meetings, corporate days or practices. Prior to being upgraded to Grade B the marshal must further his/her experience by attending at least 4 practice/corporate days and at least 1 practical fire course and flag course. It is also necessary for this marshal to assist at incidents where necessary as well as being primarily involved in cleaning the circuit of debris, oil, etc.

b) GRADE B – SENIOR FLAG, FIRE AND INCIDENT MARSHAL

This position will only be obtained by the grade B marshal after attending a minimum of 5 races as a grade B marshal as well as having successfully completed and having attended a senior marshal training course approved by the FMN. It is also necessary that the Post Chief and Training Officers consider this marshal to be responsible and competent enough and to have the leadership and organisational capabilities to handle this position. By now this marshal must have a good knowledge of flags, fire and incident.

c) GRADE A – DEPUTY CHIEF MARSHAL / CHIEF MARSHAL

This person shall be the holder of, at least, a Grade C Clerk of the Course Licence for the discipline within which he/she is to perform his /her function.



Any other interim appointment shall be made in consultation with the Clerk of the Course for the event concerned, subject to the appointee being adequately qualified as specified previously.

CIRCUIT MARSHAL POSTS

The location of marshal posts will be determined by the person conducting the Circuit Safety inspection, in conjunction with the Chief Marshal of that circuit, and these will be marked on a plan of the circuit attached to the licence as issued.

Marshal points are to be sited in such a way as to provide maximum visibility of and access to the circuit whilst still providing the marshals with adequate safety.

MARSHAL NUMBERS

All marshal posts shall be manned at all times when vehicles are on track by at least two (2) marshals, it is strongly recommended that these numbers be increased wherever possible, particularly in corners where accidents are commonplace.

The Clerk of the Course shall be responsible for ensuring that the minimum number of marshals are present at each post prior to allowing a practice session, qualifying session or race to commence.

Any person acting as a Post Chief on a turn shall have at least a Grade C licence, whilst the total number of trainees and junior marshals shall not exceed twenty percent of the total number of marshals present on a turn.

During an Official Practice or qualifying session there shall be a minimum of at least one marshal per point provided that at all times there is a 'crash crew' present on the circuit who shall be immediately available to respond in the event of an incident requiring assistance.

EQUIPMENT ON MARSHAL POSTS

FLAG POINTS

1. A verbal link to Race Control
2. A full set of flags as described in Appendix H
3. At least one 9kg dry powder fire extinguisher[Optional].

MARSHAL POINTS (APPLICABLE TO CIRCUIT RACING)

1. Sufficient Fire Extinguishers
2. Brooms, rakes, shovels
3. Cement or other material used to clean up oil spillages, and containers to facilitate the use thereof
4. Verbal link to Race Control
5. Straps to facilitate the movement of a motorcycle (2m).

MARSHALS' CLOTHING

1. It is recommended that vests or jackets worn by marshals should be orange (pantone 151C). When worn with any other clothing (e.g. jeans, etc.) these should not conflict with any other



flag used on the circuit.

2. Clothing should primarily be made of natural fibres, i.e. Cotton, and should exhibit a high degree of fire retardation.
3. Raincoats should comply with the colours stipulated in 1) above.

SPARES

A marshal is only allowed to remove a vehicle part from the track if it is deemed unsafe for the participants. All parts left behind after an incident or accident must be removed by the competitor.

PART 8 – PENALTIES

GSR



172. BREACH OF RULES

Any of the following offences in addition to any other offences specifically referred to previously or hereafter, shall be deemed to be a breach of these rules.

1. All bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to a competition or employed in any manner in connection with a competition, and the acceptance of or offer to accept a bribe by such official or employee.
2. Any action having as its object the entry or participation in a competition of:
 - a) A vehicle which has not been accepted for homologation in a competition of racing requiring such a qualification, or
 - b) A person, or a vehicle otherwise than in a) above, known to be ineligible therefore, or
 - c) A person who is not the holder of a licence appropriate to the event concerned and who is not eligible without a licence by virtue of a waiver granted under GSR 127.
3. Any fraudulent act or proceeding in connection with a competition or motor sport generally.
4. Any proceeding or act prejudicial to the interests of FIM AFRICA or of motor sport generally shall be deemed a breach of the regulations and disciplinary action may be taken against offenders.
5. By way of clarification, it is confirmed that the following shall be included in the definition of "prejudicial acts" as per the above:
6. Intimidation, either on track or off track.
7. Verbal and or physical abuse.
8. The distribution/publication via e-mail, cell phone text message or internet website and social media of comments which may be deemed abusive and/or slanderous and/or demeaning and/or inappropriate.
9. Acts (including comments and or gestures) which would reasonably be considered by the general public to be offensive or inappropriate.

It is stressed that the above list is not exhaustive, and that each case will be treated on an individual basis.
10. Competing for, accepting or offering to accept, or advertising an award, in the nature of a title or championship, in respect of any motor sport competitions unless such award is recognised by FIM AFRICA.
11. Misbehaviour or unfair practice.
12. Reckless or careless driving during the course of any competition or practice, therefore.
13. Any use of substances in any form alien to the body, or of physiological substances taken in abnormal quantities and using abnormal methods, with the sole aim of attaining an artificial and unfair increase in performance in competition, or any use of any quantity of alcohol or cannabis (dagga) or similar substance or derivative. (Refer to FIM AFRICA Anti-Doping Code).
14. Refusal to submit to testing for any of the above substances, as detailed in the FIM AFRICA Anti-Doping Code.
15. Abuse [verbal, physical, electronic or written] of officials by competitors and/or their family members and/or members of their pit crew.
16. Such breach of the rules may result in the competitors concerned, if found guilty following a hearing, being suspended for a period of up to six months or for up to six events (whichever is more appropriate and dependant on the severity of the offence), for a first offence of the



FIM Africa Code of Conduct..

173. PENALTIES

Any person directly or indirectly involved in motor sport committing a breach of the GSR's, SSRs and Official instructions of FIM AFRICA, any conditions of an Organising Permit, special track rules, SRs for the competition or official instructions to competitors, may be penalised by the Clerk of the Course, Jury/Stewards of the Meeting, a FIM AFRICA Court of Appeal, FIM Continental Court of Appeal, as the case may be.

174. PENALTIES FOR INVOLVEMENT WITH AN UNSANCTIONED COMPETITION

Any FIM AFRICA aligned person or body who involves themselves in any way with an unsanctioned competition (see GSR 76 for fuller details) may have action taken against them by FIM AFRICA, which action may include the forfeiture of the right to:

1. Hold a FIM competition licence, and/or
2. Hold any official appointment in the FIM or FIM AFRICA.

175. NECESSITY FOR A HEARING PRIOR TO THE IMPOSITION OF ANY PENALTY

Except where circumstances make it impossible to do so, before imposing any penalty, the Clerk of the Course and/or Jury/Stewards of the Meeting, a FIM AFRICA Court of Appeal or FIM AFRICA Continental Court of Appeal as the case may be, **shall summon the parties concerned to appear before them.** Such summons shall either be delivered personally or, in appropriate cases, by e-mail to the relevant e-mail address. Every notice summoning an individual to a hearing shall state the capacity (e.g. defendant, witness, etc.) in which he/she is being required to attend. The procedure at any hearing by the Jury/Stewards of the Meeting acting as a court of first instance, shall be in accordance mutatis mutandis with FIM AFRICA GSR relating to "hearing of protests". The procedure at any hearing of any appeal by a FIM AFRICA Court of Appeal, shall be in accordance with these GSR's.

In the event of a FIM AFRICA Court of Appeal hearing, an appeal or conducting a court of enquiry concerning the imposition of civil penalties, the competitor will be deemed to have committed the offence or offences alleged by the provincial authorities or the law-enforcement officer concerned and the onus will be on the competitor to prove that he is not guilty of having committed the offence alleged.

176. PENALTIES FOR TECHNICAL INFRINGEMENTS

- a) Where a vehicle is found not to comply with the applicable technical regulations and specifications the following penalties will apply:

Where, at the sole discretion of the appointed Technical Steward no advantage has been gained – the competitor shall be fined an amount as per the Fees and Schedule Allowance.

- b) **In the event of a dispute, any contravention of the technical regulations will be deemed to afford an advantage, until the contrary is proven.**

Where advantage has been gained:

- c) The Rider/rider concerned shall be excluded from the results of the event/race meeting concerned and may be precluded from further participation in up to three further events/race meetings counting towards a similar championship or series, **details of which must be stipulated by the Clerk of the Course.**
- d) If the championship or series concerned has less than three rounds to run, the penalty may also be applied retrospectively (i.e. exclusion from previous events) to achieve the desired number of events.
- e) The entrant, if other than the rider, may be fined an amount as per Fees and Allowance Schedule.
1. None of the above shall preclude FIM AFRICA from taking further action against an offending



competitor and/or entrant, should such action be deemed warranted.

2. FIM AFRICA reserves the right to publish the details of any non-compliance with the technical regulations and resultant penalties.

177. SCALE OF PENALTIES

The following scale indicates penalties in order of increasing severity that can be adopted by all officials:

1. Reprimand
2. Fine (up to the limits prescribed in Fees and Allowance Schedule)
3. Time Penalty
4. Exclusion

The following scale indicates penalties in order of increasing severity that can only be imposed by formal FIM AFRICA Court:

5. Suspension and withdrawal of licence
6. Disqualification
7. In addition to any other penalty, forfeiture of championship points, which shall only be imposed by FIM AFRICA or the Continental Court of Appeal, (except as provided for GSR 176).

One or more of the above penalties may be imposed as a result of a single finding, or an option of paying a fine introduced.

A fine may not, however, be imposed in lieu of exclusion for non-compliance with the technical regulations or specifications unless the contravention is of a minor nature that the appointed Technical Consultant agrees would afford absolutely no advantage to the competitor.

178. SENTENCE TO A REPRIMAND OR FINE

A reprimand or fine may be imposed by the Clerk of the Course, Jury/Stewards, FIM AFRICA Court of Appeal, FIM, provided that any fine that may be imposed shall not exceed the limits specified in Fee Schedule. A fine may be imposed on an official, entrant, competitor, Rider, navigator, co-Rider, assistant or passenger who does not comply with an instruction from a responsible official. In addition, fines may be imposed upon clubs, organisers and promoters.

179. LIABILITY TO PAY FINE

An entrant shall, if called upon to do so, be responsible for the payment of any fine imposed on his Riders, navigators, co-Riders, passengers, etc. and in such circumstances in the event of non-payment, may be suspended under GSR 184 equally and simultaneously with the person on whom the fine has been imposed.

180. TIME LIMIT FOR PAYMENT OF FINES AND SCRUTINEERS FEES

1. Fines shall be paid within 48 hours of being imposed (Saturdays, Sundays and Public Holidays excluded) and any delay in making payment will entail suspension of licence (in the case of competitors and officials), or suspension of rights to stage events (in the case of clubs).
2. Where the Clerk of the Course, Jury/Stewards, FIM AFRICA Court of Appeal or Continental Court of Appeal are involved where Technical steward are concerned, they shall also make an order as to the responsibility for payment of such fees which will become payable within 48 hours



thereof, (and subject to suspension as mentioned above).

3. The lodging of a protest and/or appeal does not suspend the necessity to pay a fine within the specified time limit.
4. Any fine not paid within 7 working days of being imposed, will automatically be doubled.

181. ALLOCATION OF PROCEEDS FROM FINES

The proceeds from all fines imposed shall be remitted to FIM AFRICA.

182. EXCLUSION / PRECLUSION FROM PARTICIPATION

In addition to the liability for penalty referred to in GSR 173, a person, body, vehicle or motorcycle shall be liable to a sentence of exclusion/preclusion from participation:

1. if shown to have been forbidden by the proper authority to take part in, or in connection with, any particular competition; or
2. for having taken part in any competition, if shown to have been ineligible to do so, to have been eliminated therefrom or to have been forbidden by the proper authority to participate in any event, or in connection with the competition, or to be placed therein.
3. Any entry fee paid by or in respect of the person, body, vehicle or motorcycle entered for the competition to which the sentence relates, shall be forfeited to the promoters.

183. SENTENCE OF EXCLUSION/PRECLUSION

A sentence of exclusion and/or preclusion from participation may be pronounced by the Clerk of the Course, Jury/Stewards of the Meeting, FIM AFRICA Court of Appeal or by a body set up by FIM AFRICA. It may preclude the competitor from taking part in one or several competitions at a meeting in a championship, trophy, cup or series. It may have the effect of removing a competitor from the results of one or more events.

It may also have the effect, in the case of serious offences, of excluding a competitor from a championship, trophy, cup or series, in which case it will entail the loss of any points gained and the loss of all awards from the events for which the exclusion has been ordered.

Where races or heats are run at the same meeting for a particular category of sport, an exclusion applied for non-compliance with the specifications in one race or heat shall apply equally to the other race or heat in the same category, except in exceptional circumstances where it is obvious that the non-compliance was only in respect of one race or heat.

Where a competitor is precluded from participation in future events and one of these events is cancelled for whatever reason, the sentence of preclusion shall be extended to include a further event counting towards the same championship or series i.e. the cancelled event is disregarded for the purpose of the sentence of preclusion. Should an event be postponed, rather than cancelled, and the competitor's sentence of preclusion is extended to include a further event. Decisions in the aforementioned regard shall rest with FIM AFRICA.

184. PRECLUSION FROM PARTICIPATION OR SUSPENSION OF COMPETITOR, BODY OR OFFICIAL

A sentence of suspension may only be pronounced by the Jury/Stewards, FIM AFRICA Court of



Appeal. It is reserved for serious offences. It may be either Continental or Continental/Intercontinental. While in force it will entail the loss of any right to take part in any capacity whatsoever in any competition held on the territory of the FMN where the sentence was pronounced in the case of a Continental suspension, or on any territory in which the authority of the FIM is recognised in the case of a Continental/Intercontinental suspension. In all cases it will result in an immediate withdrawal of the competition licence from the person concerned. A sentence of Continental suspension pronounced by FIM AFRICA shall be limited to the territory of same.

A sentence of Continental/Intercontinental suspension pronounced by FIM AFRICA shall immediately be notified to the FIM Administration, which shall immediately instruct all FMNs to enforce the sentence.

185. WITHDRAWAL OF LICENCE FOLLOWING SUSPENSION

1. CONTINENTAL SUSPENSION

Every FIM licence holder who is suspended on the continent shall immediately hand back his licence to FIM AFRICA. If the licence is a Continental/Intercontinental licence from a foreign country it may be endorsed as not valid in Africa and returned to the licence holder. At the end of the period of Continental suspension, the licence will be exchanged for a clean one. Any delay in handing back the licence may extend the length of the sentence by the same period as the delay.

2. CONTINENTAL/INTERCONTINENTAL SUSPENSION

Every licence holder who is suspended Continental/Intercontinentally shall hand back his licence to FIM AFRICA, who shall not return it to him until the term of the Continental/Intercontinental suspension has expired. Any delay in handing back the licence may extend the length of the sentence by the same period as the delay.

186. DISQUALIFICATION

1. A person, body, vehicle, or make of vehicle, shall be disqualified when expressly forbidden by the proper authority to take part in or be connected with any competition whatsoever.
2. Disqualification shall always have Continental/Intercontinental effect and shall be notified in the same manner as a sentence of Continental/Intercontinental suspension (see FIM AFRICA Sporting Regulations 184, 187, 188 and 189 for disqualification of a vehicle).
3. Disqualification shall render void any previous entry made for any competition and any entry fee paid or payable shall be forfeited to the promoters.

187. SENTENCE OF DISQUALIFICATION

1. A sentence of disqualification shall entail the permanent loss for the person or body concerned of any right to take part in any manner in any competition whatsoever.
2. It may only be pronounced by FIM AFRICA or the FIM Africa Court of Appeal and will be reserved for cases of extreme gravity.
3. Where the disqualification relates to a competitor, it entails the immediate return of the



competition licence to FIM AFRICA.

188. SUSPENSION OR DISQUALIFICATION OF A PARTICULAR VEHICLE

FIM AFRICA may suspend or disqualify a particular vehicle (see GSR 184 and 187) in consequence of a breach of the code of these rules by the entrant or the Rider or by the manufacturer or his accredited representative.

189. SUSPENSION OR DISQUALIFICATION OF MAKE OF VEHICLE

FIM AFRICA may suspend a make of vehicle within its own territory for a breach of the code of these rules by the manufacturer of such make, or his accredited representative. If FIM AFRICA wishes a suspension of make to apply Continental/Intercontinentally or if it desires to disqualify a make of vehicle, the question shall be decided by an arbitration committee of the FIM or FIM AFRICA.

190. NOTIFICATION OF PENALTIES TO CONTINENTAL/INTERCONTINENTAL SPORTING FEDERATIONS

A suspension, when applicable Continental/Intercontinentally, and a disqualification, will be communicated to those Continental/Intercontinental federations designated by the FIM AFRICA EVENTS which have agreed to apply on a reciprocal basis, the penalties inflicted by the FIM AFRICA EVENTS.

191. STATEMENT OF REASONS FOR SUSPENSION OR DISQUALIFICATION

In notifying sentences of suspension or disqualification to the FIM AFRICA EVENTS, it shall be necessary for FIM AFRICA to give its reasons for sanctioning/inflicting such penalty.

192. LOSS OF AWARDS

Any competitor excluded, suspended or disqualified during or after competition will lose the right to obtain any of the awards assigned to said competition.

193. AMENDMENT TO THE CLASSIFICATION AND AWARDS

The Jury/Stewards of the Meeting shall declare any amendment to the placing and awards.

194. PUBLICATION OF PENALTIES

The FIM or FIM AFRICA shall have the right to publish or cause to be published a notice stating that it has penalised any person, vehicle or make of vehicle. Persons referred to in such notice shall have no right to action against the FIM, or FIM AFRICA, or against any person publishing the said notice and may incur disqualification if such an action is taken.

195. REMISSION OF SENTENCE

1. FIM AFRICA shall have the right to remit the unexpired period of a sentence of suspension or to remove disqualification on such conditions (if any) which it may determine.



2. FIM AFRICA shall also have the right, if circumstances warrant such action, to overrule or reduce penalties imposed by a Clerk of the Course or the Jury/Stewards of the Meeting, without the necessity of a hearing. In the event of a penalty being so reduced, a competitor/entrant who did not lodge a formal protest against the original penalty imposed, shall have no right of protest against the reduced penalty.

196. ORDER AS TO COSTS

When giving judgement, the Clerk of the Course, Jury/Stewards of the Meeting, FIM AFRICA Court of Appeal, shall order the imposition of such costs, including the order as to the forfeiture, in full or in part, of the appeal fee, as they deem fit. Where Technical Control costs are involved, these must be ordered also (see GSR 180).

In addition, where the judgement relates to a protest against the eligibility of a vehicle and is ill-founded, costs in this context refers to making good the expenditure incurred by an individual forced to dismantle an engine or gearbox, etc. as a result of a protest lodged by a fellow competitor.

Payment of costs ordered shall be made to FIM AFRICA within 48 hours of their being imposed (Saturdays, Sundays and Public Holidays excluded) (see also GSR 180 (i) and (ii)) and any delay in payment will entail suspension.

PART 9 - PROTESTS

PROTEST FEES (VAT not applicable)

The following protest fees will apply as per the Fees and Schedule Allowance in all instances.



NOTE: Any organiser / promoter / secretary who permits a competitor to pay for a protest via a credit / debit card at the circuit must include the relevant bank charges into the fee payable as the full protest amount is due and payable to FIM AFRICA free of any charges.

GSR

197. THE RIGHT TO PROTEST

The right to protest lies solely with any entrant or official who may consider himself/herself rightfully aggrieved by any decision, act or omission of an organiser, official, competitor, Rider or other person connected with any competition in which he/she is or has been taking part/officiated in.

198. LODGING A PROTEST

1. A protest to be considered by the Jury/Stewards, must be lodged directly with the Jury/Stewards or the Clerk of the Course, his deputy or the Secretary of the Meeting.
2. Every protest shall be in writing, stating the name and address of the protestor, the grounds for the protest, be signed by the competitor or Rider making the protest, be accompanied by the fee laid down in the FIM AFRICA Fees and Bylaws, and be lodged within the appropriate time limit as specified below.
3. The time of receipt and acknowledgement of payment of the correct fee must be noted thereon by the person with whom it is lodged. Payment of protest fees may be in the form of cash or electronic fund transfer (EFT).
4. Where a protest involves a technical inspection by the Technical Steward, the items and/or components to be inspected shall be specifically described and listed in the protest. A copy of the protest shall be given to the Chief Technical Officer, who will agree with the Clerk of the Course and the competitors concerned when and where the necessary inspection will take place.
5. Where the protest does not fully comply with the provisions above, the Jury/Stewards must accept it unless the provisions of GSR 203 apply. The Jury/Stewards can, however, require the protestor to re-submit the protest correctly and may impose penalties for non-compliance with the regulations in the first instance.
6. Where more than one vehicle is being protested, a separate protest must be lodged in each case, i.e. it is not permissible to protest more than one vehicle with a single protest.

199. DEPOSITS TO BE PAID

In appropriate instances (for example, where detailed technical examinations are required), the Jury/Stewards of the Meeting and/or FIM AFRICA may, at their sole discretion, require a protestor to lodge a financial deposit with FIM AFRICA to cover costs the protestor could potentially be held liable for in the event of his/her protest being unsuccessful.

200. TIME LIMITS FOR PROTESTS

1. A protest against acceptance of an entry, instructions to competitors or the length of the course:
 - a) Race and speed events – not less than one hour before the start of practice for the event in question.
 - b) Other events – not less than one hour before the start of the event in question.
2. A protest against handicap, make up of a heat, or qualification for a heat or final – not less than one hour before the time laid down for the start of the event, heat or final.
3. A protest regarding starting position/s – within ten minutes of the notification of such positions.
4. A protest against a decision of the Technical Steward or Clerk of the Course, by the competitor directly concerned – within 30 minutes of that decision being notified to that competitor in writing.
 - a. A protest against the eligibility of any vehicle, or part of vehicle, when the alleged ineligibility



- apparent – within 30 minutes of the vehicle being approved by the scrutineer.
- b. A protest against the eligibility of any vehicle, or part of vehicle, when the alleged ineligibility is apparent but only become visible at a later stage – within 30 minutes of the protestor or protested having finished the race or event, whichever is the later.
 - c. If any part or parts have been changed after Technical Control and are alleged to be ineligible – within 30 minutes of the protestor or protested having finished the race or event, whichever is the later.
5. A protest against the eligibility of any vehicle, or part of vehicle, when the reason for the alleged ineligibility is not apparent, but it is alleged that the vehicle is performing in a manner which suggests that it is ineligible – within 20 minutes of the performance that give rise to the protest.
 6. A protest against any mistake or irregularity occurring whilst the competition is taking place – within 30 minutes of the protestor finishing the event.
 7. A protest concerning the results of a competition – within 30 minutes of the publication of provisional results or, if results are published in accordance with GSR 141.10.c, within 7 working days of the date of electronic publication (normally via email or publication on the FIM AFRICA website).
 8. A protest against points in a championship – **within 7 working days of the first publication of the points in dispute in an official document (e.g. interim championship point's logs, programmes, etc.)**.
 9. A protest concerning driving conduct – 30 minutes after notification to competitors of the Clerk of the Course's decision on the incident concerned.

Note: The Clerk of the Course or the Jury/Stewards of the Meeting may amend the above time limits if they think that circumstances make the lodging of a protest physically impossible within the time quoted.

201. ACTION BY THE JURY/STEWARDS ON RECEIPT OF A PROTEST

1. They shall consider all protests as urgent. They shall take steps as soon as possible to convene a hearing. **However, where a competitor has been precluded from further participation in the event / race meeting concerned and it is not possible for the protest to be heard in the available time. The penalty of preclusion shall be suspended pending the protest hearing taking place. Should the competitor subsequently loose his protest, he will be excluded from the results from the race / event that he should have been precluded from participation in.**
2. They shall personally or through the Clerk of the Course, notify the protestor and the party/ies protested against of the time and place of such hearing and the details of the protest.
3. They shall notify the Clerk of the Course that a protest has been received if such has come to them directly.
4. The merits of, or grounds for a protest, may not be heard before they have established that the protest is in writing, is accompanied by the correct fee and has been timeously lodged. They may not however, give a finding in this regard without first giving the protestor an opportunity to state why the protest appears to have been incorrectly lodged in terms of GSR 198 or appears to be inadmissible in terms of GSR 203.
The protestor shall also be given an opportunity to call witnesses in support of his argument. The finding shall be given solely on the admissibility of hearing the protest.

A protestor dissatisfied with the findings of the Jury/Stewards of the Meeting, may appeal to a higher court. Only where a finding in favour of the protestor/appellant has been given, may the grounds of the protest be dealt with.

The Appeal Court, if finding that in the circumstances prevailing at the time, the protest was correctly lodged, shall refer the grounds of same to the Jury/Stewards of the Meeting for hearing.



202. PROTEST HEARINGS

The concerned parties shall be summoned to appear - preferably in writing where possible. The Jury/Stewards of the meeting must ensure that a summons has been personally received by all persons concerned.

Legal representation is not allowed in protest hearings, but the involved parties may be represented by fellow competitors taking part in the same event or club/association committee members provided that any such representative may not be a practicing attorney or advocate.

Where a party involved in a hearing wishes to exercise his right to representation in terms of the above, he/she shall notify the Clerk of the Course and/or the Jury/Stewards of the Meeting of his intentions in this regard. The other parties involved in the hearing shall then be afforded the opportunity to avail themselves of similar representation if they so wish.

In the absence of any of the parties or witnesses at the hearing, judgment may proceed by default. The parties may be accompanied by witnesses and during the hearing the Jury/Stewards may allow further witnesses to be called. The protestor must state the case of the protest first and the other party/ies will proceed after the protestor.

The protestor and person or persons protested against shall remain in the hearing and be party to all evidence led and shall be allowed to cross-examine. Where a technical matter is concerned, the Jury/Stewards shall consider the report of the scrutineers and recommendations of the FIM AFRICA Technical Consultant (where applicable) and may not ignore these.

While protest hearings are of necessity informal, it is stressed that order must be maintained. Hearsay evidence may be led and will be given due weight by the Jury/Stewards of the Meeting. The interested parties should be asked to retire from the venue of the hearing while the Jury/Stewards of the Meeting deliberate and come to a decision on the protest.

If judgement cannot be given immediately after the hearing, then the parties concerned shall be advised within one hour of the end of the hearing of the time and place at which the decision will be given. In case of a split vote amongst the Jury/Stewards of the Meeting, the FIM AFRICA Steward shall have the casting vote (see GSR 152 (ii)).

203. INADMISSIBLE PROTESTS

A protest shall be inadmissible if:

1. It is against the refusal of an entry.
2. It is a collective protest (signed by more than one entrant or Rider).
3. It is late, unless receipted in terms of GSR 200 (Note).
4. It is in bad faith, frivolous or vexatious.

203. FINDINGS OF THE JURY/STEWARDS OF THE MEETING

The Jury/Stewards of the Meeting shall render their decision to the parties concerned after the hearing. This may be conveyed orally but must be followed by a written decision within one hour and be posted on the official notice board or be included with the provisional results. The parties must be reminded of their rights of appeal in the case of events of FIM Africa Regional event championship status or higher. For events below FIM Africa Regional event championship status, the Jury/Stewards' decision on protests is final, with no right of further appeal being available.

All parties concerned shall be bound by the decision handed down, subject to the rights of appeal hereinafter provided (Refer to Part X of this GSR).



205. TREATMENT OF PROTEST FEE

Where a protest fails, the protest fee shall be retained and forwarded to FIM AFRICA. Where a protest succeeds, the protest fee paid shall be returned to the protestor.

206. FRIVOLOUS OR VEXATIOUS PROTESTS

If the Jury/Stewards of the Meeting, or any higher FIM AFRICA appeal body, find a protest to have been lodged in bad faith and/or to be frivolous and/or vexatious, the protestor shall be deemed guilty of a breach of these rules. In such cases, any protest or appeal fees paid shall be forfeited and the offending party may be further penalised.

207. PROTEST AFFECTING THE PRIZE-GIVING AND AWARDS

No cash or awards may be given out until the time-limit for protests and appeals has expired and the Clerk of the Course has signed the final results.

If a protest has been lodged with the Jury/Stewards, and their decision has not yet been made, they may permit such awards and prizes as are not affected by the protest, to be awarded. In that case the list of awards and prizes must be published provisionally and bear the wording "subject to protest and appeal".

PART 10 - APPEALS AND ENQUIRIES

GSR

208. JURISDICTION



1. FIM AFRICA, through its Court of Appeal, constitutes for its own licence holders a final court of judgement empowered to settle finally any dispute or appeal which occurs in its own territory. If any dispute occurs between a member, club or body bound to FIM AFRICA, and FIM AFRICA itself, which has not been resolved by an FIM AFRICA Court of Appeal, this must be treated as an appeal to this court, which will render the final decision.
2. Similarly, it constitutes for competitors licensed by a foreign club, the court at which an appeal from them must be heard. However, the decision made there in this instance may be subject to appeal (see GSR 224). In exceptional circumstances an appeal may be transmitted directly to the FIM, or the FIM Continental/Intercontinental Court of Appeal provided that the appellant and FIM AFRICA, to which this appeal would normally be directed, and the, or the FIM executive committee agree to such procedure.
3. Subject to the provisions of this GSR no dispute may be submitted to the Continental Court of Appeal unless such a matter has first been considered by an FIM AFRICA Court of Appeal, or unless FIM AFRICA decides in its sole discretion in exceptional circumstances to refer such a dispute directly to the Continental Court of Appeal if it is convinced that such particular dispute is of sufficient importance and that it is in the interests of motorsport to do so.
4. A dispute may only be submitted to an FIM AFRICA Court of Appeal against a decision of the Jury/Stewards as otherwise provided for in these rules.
5. Courts of enquiry shall act as courts of first instance in all matters and may also consider disciplinary matters not heard during the event by the Jury/Stewards.
6. Appeals to be considered during the event against decisions of the Jury/Stewards on a protest are to be dealt with by FIM AFRICA Courts of Appeal.
7. Appeals which are not considered during the event and which are against decisions of the Jury/Stewards on a protest are to be dealt with by FIM AFRICA Courts of Appeal.
8. All hearings and appeals in terms of this Handbook are held de novo.
9. Notwithstanding anything to the contrary in any GSR, no appeal shall lie from a judgement or order of an FIM AFRICA Court of Appeal (Subject to the provisions of GSR 212), except: -
 - a) where it is alleged that a gross miscarriage of justice has occurred; and/or
 - b) Where it is claimed that the penalty is wholly inappropriate for the offence.

209. RESERVED

210. COURTS OF ENQUIRY

FIM AFRICA shall be entitled to convene a Court of Enquiry to investigate a breach of any of the FIM AFRICA GSR, SSRs or SRs, whether or not such breach has been the subject of a protest and/or appeal.

1. Such Court of Enquiry shall be entitled to impose any of the penalties referred to in the FIM AFRICA GSR, SSRs and SRs.
2. In the first instance, such Court of Enquiry will be convened as an FIM AFRICA Court of Appeal and if necessary, referred to the FIM International Disciplinary Court, subject to leave having been granted as documented in GSR212.
3. Any FIM AFRICA Court of Appeal sitting as a Court of Enquiry shall not be precluded from imposing a penalty notwithstanding that no penalty was imposed by any other court referred to in the GSRs.

211. FIM AFRICA COURT OF APPEAL

1. Where an application for leave to appeal has been successful (see GSR 212), FIM AFRICA may appoint a Court of Appeal to hear any resultant appeal. A quorum for any FIM AFRICA Court of Appeal shall normally be three members but shall not be less than two members.
2. Any FIM AFRICA Court of Appeal may impose a penalty notwithstanding that no penalty was imposed by



any other court referred to in the GSRs.

3. An FIM AFRICA Court of Appeal may also, in respect of FIM AFRICA licence holders, act as a court of first instance and enquire into disciplinary matters not heard by the Jury/Stewards of the Meeting.
4. Where an appeal against the findings of a protest cannot be heard during the event in question, that appeal shall be referred to an FIM AFRICA Court of Appeal.
5. Where a disciplinary hearing cannot be heard during the event, that hearing will be dealt with by a Court of Enquiry.
6. Legal representation is not permitted, but the respondents may be represented by a fellow competitor, or club member, but such person may not be a practising attorney or advocate or be entitled to be admitted as either.
7. Every notice summoning an individual to a hearing shall state the capacity (e.g. defendant, witness, etc.) in which he/she is being required to attend.

212. LEAVE TO APPEAL

A) LEAVE TO APPEAL TO AN FIM AFRICA COURT OF APPEAL

1. For events of FIM Africa Regional event championship status and higher, parties not satisfied with the Jury/Stewards' finding on a protest may apply to FIM AFRICA for leave to appeal. Such application for leave to appeal must be submitted in writing, detailing fully the background to the matter and the reasons why leave to appeal should be granted. The application must be submitted to FIM AFRICA by no later than close of business on the Wednesday following the event (Thursday if Wednesday is a public holiday), accompanied by a fee as per the Fees and Allowance Schedule.
2. Where a dispute arises from results amended following a protest or as allowed for in GSR 156(x) or from the actions/decisions of an official or FIM AFRICA committee/member, an application for leave to appeal must be submitted in writing, detailing fully the background to the matter and the reasons why leave to appeal should be granted. The application must be submitted to FIM AFRICA by no later than 7 (seven) working days following the decision or action which precipitated the dispute and is to be accompanied by a fee as per the Fees and Allowance Schedule.

FIM AFRICA may, but shall not be obliged to, call for an application for leave to appeal to be supplemented, should the applicant wish to do so, in the respects deemed necessary and within a specified reasonable period not exceeding 5 (five) working days.

FIM AFRICA, in consultation with any other party / parties may deem appropriate, shall consider the leave application and either:

3. Grant the requested leave to appeal, in which case a formulated appeal (see GSR 219) must be submitted within 7 (seven) working days of the leave being granted, together with payment of the required appeal fee as per the Fees and Allowance Schedule. The leave to appeal fee paid will be credited towards the appeal fee so the actual additional amount payable will be as per the Fees and Allowance Schedule.
4. Failing submission of a formulated appeal and the requisite payment within the stipulated time frame, the right of appeal shall automatically lapse, and any fees paid shall be forfeited.
5. Refuse the requested leave to appeal, in which case the applicant will forfeit the leave to appeal fee submitted. FIM AFRICA shall not be obliged to furnish reasons for such refusal.
6. A party aggrieved at such refusal may then apply for reconsideration within 7 (seven) working days after receiving the refusal, provided such application is properly motivated and accompanied by payment of a fee as per the Fees and Allowance Schedule.

Such application for reconsideration shall be considered by three (3) members of the FIM AFRICA Court of Appeal on the papers only (no hearing shall take place), and their **decision shall be final**. They may, but shall not be obliged to, direct verbal argument to be submitted and/or for the papers to be supplemented in any respect deemed necessary. They shall not be obliged to furnish any reasons for any decision taken or directive issued. If leave to appeal is denied, the fee paid shall be forfeited. If leave to appeal is granted the leave to appeal fee paid will be credited towards the appeal fee as per the



Fees and Allowance Schedule, so that no additional amount is payable.

The same procedure as outlined in 1) above shall apply and the matter shall then be considered by a FIM AFRICA Court of Appeal as per GSR 211.

B) LEAVE TO APPEAL TO AN FIM INTERNATIONAL DISCIPLINARY COURT

Where a matter is considered by an FIM AFRICA Court of Appeal, a party aggrieved at the outcome may apply to the FIM for leave to appeal. Such application for leave to appeal must be submitted in writing [to FIM & FIM Africa], detailing fully the background to the matter and the reasons why leave to appeal should be granted, within 7 (seven) working days of the written notification of the FIM AFRICA Court of Appeal's findings and be accompanied by payment of a fee of as per the Fees and Allowance Schedule.

213. DEPOSITS TO BE PAID

Where deemed appropriate, an appellant may be required to lodge a financial deposit with FIM AFRICA to cover costs he/she could potentially be held liable for in connection with his/her appeal.

214. APPEAL-RELATED TIME LIMITS

a. **Appeal to FIM AFRICA Court of Appeal arising from a decision of the Jury/Stewards** where an appeal arises from a decision of the Jury/Stewards of the Meeting, the process as per GSR 212 A must be followed.

b) **Appeal to FIM AFRICA Court of Appeal arising from the results of a meeting, the actions of an official or FIM AFRICA committee/member, or a matter not covered by A or C of GSR 214**

An application for leave to appeal shall be submitted according to the provisions of GSR 212 A within 7 (seven) working days of the publication of the amended results or action/decision giving rise to the dispute.

c) **APPEAL TO FIM INTERNATIONAL DISCIPLINARY COURT**

An application for leave to appeal, and any subsequent formulated appeal, shall be submitted in accordance with the provisions and fees of GSR 212 B.

215. RIGHTS OF APPEAL

1. Every competitor, whatever his/her Nationality, shall have the right to appeal (subject to leave to appeal having been granted) against any sentence or decision pronounced on him/her or affecting them by the Jury/Stewards of the Meeting except those decisions referred to in the present rules as being definite and final.
2. Any person or body subject to a decision of FIM AFRICA has the right of appeal against such decision, subject to the provisions of GSR 208 (ix) (subject to leave to appeal having been granted).
3. Where the decision on appeal concerns a competitor, licensed by a foreign club, the appeal may be carried to the, FIM or as the case may be, but only by the FMN which issued the licence.

216. INADMISSIBLE APPEALS

Appeals that are inadmissible are those:

1. Against the refusal of a lower court to hear a protest not lodged in terms of the regulations, or against the decision of a Judge of Fact, or the refusal of the lower court to hear a collective protest (signed by the entrants and/or Riders of more than one entered vehicle);
2. Against the refusal of a lower court to hear a protest against the refusal of an entry.
3. Against the decision of FIM AFRICA to withhold the declaration of a champion.
4. Arising from disputes submitted to a higher appeal body where the appeal was not submitted to the appropriate lower appeal body for its consideration.
5. Which fail to comply with the conditions that prescribe the form, content and lodging procedures.
6. Contrary to the provisions of GSR 208(ix).



7. Where leave to appeal has been refused (see GSR 212).

217. APPEAL AGAINST PRECLUSION FROM PARTICIPATION DURING EVENT

Where a competitor is precluded from taking further part in an event / race meeting and loses a protest against said preclusion, he may advise the Jury/Stewards of the Meeting in writing of his intention to follow the appeal process as stipulated in GSR 212. Any such written notification to the Jury/Stewards must be accompanied by the applicable leave to appeal fee as per the Fees and Allowance Schedule. Such notice to the Jury/Stewards, and payment, shall suspend the penalty of preclusion, pending the outcome of the eventual appeal application. If the competitor fails to proceed with the appeal process, the fee paid will be forfeited and he/she shall be excluded from the results of the event participated in 'under appeal'.

218. SUSPENSIVE EFFECT OF APPEALS

The introduction of an appeal by a person suspended or precluded from further participation shall suspend the sentence or penalty imposed by the body concerned. However, should the appeal not subsequently be upheld, the appellant shall automatically be excluded from the event/s participated in 'under appeal'.

Furthermore, the events participated in 'under appeal' shall not reduce the sentence/penalty originally imposed, which shall take effect from the date on which the appeal is turned down. In the case of fines and/or costs being payable, these must be paid prior to an appeal being lodged.

In the event of a vehicle not complying with the provisions of the regulations and specifications of the current FIM AFRICA/FIM Technical Rules, the Rider shall not be permitted to enter or compete in any FIM Africa event whatsoever with the vehicle concerned in its alleged "illegal" configuration while any appeal review or otherwise is still pending and until such matter has been finally decided.

NOTE: The provisions of GSR 218 are to prevent prejudice to other competitors and to ensure expeditious finalisation of disputes which is essential to motorsport.

219. FORM OF APPEAL AND APPEAL FEES

1. All appeals shall be in writing, specifying briefly the decision appealed against and the grounds of appeal, the relevant rule numbers, be signed by the appellant, and shall state the address to which communications shall be sent.
2. Payment of appeal fees may be in the form of either cash, a cheque or electronic funds transfer (EFT), provided however, that payment (in the case of a cheque or EFT), is honoured within 48 hours of same having been tendered, failing which the appeal will be considered null and void and the appellant will be subject to any disciplinary action which FIM AFRICA may deem fit.
3. FIM AFRICA may, at its sole discretion, waive the necessity for payment of an appeal fee, if circumstances warrant (such waiving of the appeal fee shall normally only be considered in cases where the appeal is being lodged by an official).

220. HEARINGS

All parties concerned shall be given adequate (generally a minimum of 7 working days) notice of the hearing, and they shall be entitled to call witnesses. Every notice summoning an individual to a hearing shall state the capacity (e.g. defendant, witness, etc.) in which he/she is being required to attend.

The hearing may proceed to judgment in default of appearance by any party or witness. In the case of an appeal to a FIM AFRICA Court, the parties concerned shall state their cases personally. Representation by a fellow competitor in the same event or a committee member of the FIM AFRICA-affiliated club/association of which the appellant is a member is allowed, but such person **may not be a practicing attorney or advocate** or be entitled to be admitted as either.



Where the appellant is a practicing attorney or advocate, FIM AFRICA reserves the right to appoint a practicing attorney or advocate as a member of the Court. Notwithstanding the foregoing legal representation is allowed in hearings conducted by the FIM Africa Court of Appeal.

Where an appellant intends exercising his/her right to legal representation in a hearing of the FIM Court of Appeal, FIM AFRICA is to be advised of this fact, and the identity of the representative, at least seven calendar days prior to the scheduled hearing. FIM AFRICA shall then decide whether or not to obtain legal representation of its own and/or to allow the other parties in the hearing to obtain legal representation. Where an appellant fails to advise FIM AFRICA of his/her intention to exercise his/her right to legal representation in terms of this regulation, the court shall be empowered to take appropriate action so as to prevent prejudice to FIM AFRICA and/or the other parties involved in the hearing. Hearings are not public and are reserved for the parties and representatives of the promoter and organisers concerned. FIM AFRICA may, however, invite parties deemed relevant to the proceedings, to the hearing, in the capacity of observers.

FIM AFRICA are entitled to call upon witnesses, specialists or experts whose evidence they deem to be useful in assisting the court. The parties involved in the hearing are also entitled to call witnesses including specialists or experts, but it is their responsibility to ensure their attendance.

Where a technical matter is concerned, the court shall consider the report from the Technical Officer/Steward and recommendations of the FIM AFRICA Technical Consultant (where applicable).

Said reports and/or recommendations shall be taken into account, and acted upon, by the court unless the court is reasonably of the view that they are simply incorrect and/or unfair and/or made with malicious intent.

The merits of, or grounds for appeal, may not be heard before the court has established that the appeal has been lodged in terms of GSR 214 and GSR 219. The appellant may call witnesses in this regard. The appeal court shall then give a finding on the admissibility of hearing the appeal. An appellant dissatisfied with the finding may appeal to a higher FIM court but shall confine the appeal to showing why the lower court erred in finding the original appeal to be inadmissible. If the higher court finds that in the circumstances prevailing at the time the appeal to the lower court/s was correctly lodged, the grounds of the appeal shall be referred to the lower appeal court involved for hearing.

221. JUDGEMENT

An FIM AFRICA Court of Appeal may decide that the penalty or decision appealed against may be waived or, if it should so decide, the penalty may be mitigated or increased, but shall not be empowered to order any competition to be re-run.

222. FINES AND COSTS – APPEALS AND ENQUIRIES

Fines, costs and any other monies (excluding protest and appeal-related fees, which must be paid in accordance with the time limits laid down in these rules) shall be paid within 48 hours of being imposed.

Any delay in making payment will entail suspension (see also FIM AFRICA GSR 180 and 196).

223. PUBLICATION OF JUDGEMENT

The FIM, or FIM AFRICA shall have the right to publish or cause to be published a judgement, and to state the names of all parties involved. The persons or bodies referred to in such notice shall have no right of action against the FIM, or FIM AFRICA or against any persons printing or publishing the said notice and may be disqualified if such action is taken (see GSR 122).



224. JURISDICTION OF FIM AFRICA

A right to appeal to the FIM International Disciplinary Court [CDI], shall only arise from Continental/Intercontinental events if:

1. the appeal is brought before the FIM AFRICA by an FMN on behalf of the appellant, and
2. The decision appealed against is a decision relating to a licence holder, a vehicle or make of vehicle belonging to the territory of an FMN other than FIM AFRICA.

DETAILS OF APPEAL PROCEDURE ARE CONTAINED IN THE FIM DISCIPLINARY AND ARBITRATION CODE

PART 11 - REGULATIONS APPLICABLE TO FIM AFRICA SANCTIONED EVENTS

These regulations apply in their relevant sections to all competitions organised under FIM AFRICA permit **unless covered by SSRs for specific categories of motorsport.**



GSR

225. Where there is a contradiction between the FIM AFRICA GSR and SSRs, the latter take precedence except where the category regulations provide otherwise. This does not apply to Continental/Intercontinental events, which are run under the relevant Continental/Intercontinental GSRs.

226. INTERPRETATION OF REGULATIONS

In interpreting motorsport regulations "what is not specifically permitted is disallowed" is the normal concept in keeping with the FIM regulations on which all motor sporting regulations are based.

The following regulations apply to the approval and organisation of championships:

1. With the exception of any FMN championship open to members of the organising club and identified solely by the names of the clubs, the status or title of "FIM Africa Championship" may not be used in respect of any competition or series unless FIM AFRICA shall first have approved the use of the title and regulations governing the proposed championship.
2. Applications for all proposals that FIM AFRICA institute a championship, challenge, series, cup, trophy, etc. must be fully motivated and be accompanied by full particulars of the prize money, awards and trophies to be offered, together with the proposed championship challenge, series, cup or trophy regulations in draft form, and particulars of any proposed sponsorship/s, to be submitted as follows:

In respect of FIM Africa Regional event championships, namely where the scope of the championship is confined to one of the under-mentioned areas:

- North Africa & West Africa
- Southern Africa
- Central & East Africa

In respect of Continental championships and those embracing more than one of the above-mentioned FIM Africa Regional event areas (shall refer all such applications to the FIM AFRICA).

3. The relevant FIM AFRICA Commission will consider all applications for FIM Africa Regional event championships and will thereafter submit them with their recommendations to FIM AFRICA BOD, who will be responsible for final approval.
4. A championship is defined as a series of events for which the final awards are dependent upon the results of more than one competition or meeting save that a single meeting consisting of heats and final/s for the championship competitions may be approved by FIM AFRICA as a championship.
5. A series of events constituting a championship may also, with FIM AFRICA permission, be referred to by another title, e.g. "Challenge", "Trophy", "Series", "Title", etc.
6. Permits will be issued in respect of sponsored championships approved by FIM AFRICA subject to payment of the prescribed permit fee as per the Fees and Allowance Schedule and subject to the following conditions:
 - a) That the championship shall at all times be referred to only by its correct and approved title.
 - b) That the FIM AFRICA permit number is quoted in all published regulations for the championship and for the qualifying events.
 - c) That the championship regulations [SSR's] shall not be amended except with the prior approval of FIM AFRICA.
7. Sponsorship arrangements for a championship series approved by FIM AFRICA shall be negotiated by or through the Promoter/Organiser, who shall be responsible for establishing the amount to be paid for the championship concerned and for entering into a contract with the sponsor.
8. Responsibility of Associations - FIM AFRICA may enter into contractual obligations with sponsors over the sponsorship of various championship series vested in FIM AFRICA. The contracts are entered into



on the premise that the event(s) entered on the calendar will be run and count towards the championship concerned.

9. Where FMN's or members of an association fail to support a particular event, FIM AFRICA is in breach of contract with the sponsor, while the promoter of the meeting concerned suffer prejudice. Consequently, where FMN's fail to provide the minimum number of starters required for an event to score in the championship concerned, FIM AFRICA may, at its sole discretion:
 - a) fine the FMN and/or
 - b) not declare a championship for the current year; and/or
 - c) withhold championship status in the ensuing year.
10. Submit event SR's and apply for a permit to the relevant FIM Africa commission within the stipulated time for approval.

227. ELIGIBILITY OF COMPETITORS

Championships will be open to competitors/Riders who are holders of the appropriate FIM Africa competition licence. In line with Continental/Intercontinental sporting norms, this is not applicable to competitors who hold FIM Continental/Intercontinental or licenses of another /FMN (with FIM AFRICA's permission) and who are resident in Africa or have Africa as their parent /FMN. Such competitors may score points in FIM AFRICA's championships.

228. PARTICIPATION OF FOREIGN COMPETITORS

Foreign competitors/Riders eligible to participate in championship events but ineligible to score points will not, for the purpose of awards, feature in the championship results. Competitors/Riders eligible to score points will be scored on overall classification and in classes as though foreign competitors had not participated at all.

229. TIES IN CHAMPIONSHIPS, CUPS, TROPHIES OR SERIES

Unless the regulations provide otherwise, the classification in a championship or series which has resulted in a tie, will be determined by taking into account firstly the number of first placings obtained by each competitor in the tie, and progressing down the finishing positions in all of the events held as part of the championship or series until the tie is broken. If an equal result is still obtained, the competitors will be declared to be joint winners/champions.

230. MINIMUM NUMBER OF STARTERS

The minimum number of starters for an African Championship event or race, is set out in the SSRs for each individual championship category.

To be classified as a starter, a competitor must participate in at least one of the official practice sessions listed in the supplementary regulations for the event, and/or participate in the race/event itself (refer GSR 266).

231. AMENDMENTS TO CALENDAR

FIM AFRICA shall be entitled, in its sole discretion, from time to time to alter or amend the calendar of championship events, as published.

232. APPROVED POINTS SCALE

As per event SSR's

233. MAXIMUM NUMBER OF EVENTS RETAINED FOR THE FINAL CLASSIFICATION

As per event SR's

234. SCORING AFTER EXCLUSION FROM RESULTS

- 1) Where a championship series allows one or more events to be dropped from a series for the purpose of



scoring competitors/Riders, an event in which a competitor is excluded from the results because of non-compliance with the sporting and/or technical regulations, may not be dropped by that competitor/Rider when assessing the results of the championship.

2) **NUMBER OF EVENTS TO CONSTITUTE A CHAMPIONSHIP**

For a series to be concluded and a champion declared, at least 50% (rounded up) plus one of the events originally inscribed must have taken place and been scored.

3) **CHAMPIONSHIP SCORING**

FIM AFRICA shall undertake the official scoring for all the FIM Africa Regional event and Continental championships it sanctions. Updated championship scoring shall be published on the FIM AFRICA website as soon as possible after the latest event. Championship scoring shall be subject to protest as provided for in GSR 200 (ix). In addition, FIM AFRICA shall have the right to correct obvious errors in the published championship scoring and re-publish the corrected scoring on the FIM AFRICA website.

235. DECLARATION OF CHAMPIONS

FIM AFRICA at its sole discretion is responsible for declaring the winner of a championship. It shall be entitled to withhold such declaration in exceptional circumstances.

236. DISPLAY OF CHAMPIONSHIP WINNING VEHICLES

In all championship categories for motorcycles, the entrants shall ensure that the championship-winning vehicles, motorcycles are made available to FIM AFRICA for display purposes for a period of 10 working days should this be required.

The exact dates for which the vehicle will be required will be made known by mid-October at the latest.

237. TELEVISION AND NAMING RIGHTS – ALL MEETINGS Refer to GSR 83.

FIM AFRICA, at its sole discretion, may require a promoter/organiser to alter the format of a meeting or length of a race programme to accommodate the requirements of television, if the required alterations concerned assure television coverage of the competition.

238. CHANGE OF RIDER AND CHANGE OF VEHICLE

1. A change of Rider, except for a record attempt, may be authorised by the Jury/Stewards subsequent to publication of the programme, provided the SRs allow for the change.
2. Change of vehicle – see GSR 259.

239. SAFETY APPAREL AND EQUIPMENT.

As per appropriate FIM/FIMA Technical Rules

INDIVIDUAL COMPETITORS ARE RESPONSIBLE FOR ENSURING THEIR OWN SAFETY DURING COMPETITION. IT MUST BE BORNE IN MIND, THAT THE ABOVEMENTIONED GUIDELINES MUST AT ALL TIMES BE READ IN CONJUNCTION WITH THE REGULATIONS AND SPECIFICATIONS APPLICABLE TO THE INDIVIDUAL CATEGORIES OF FIM AFRICA.

240. FUEL

As per appropriate current FIM Technical Rules

PENALTIES FOR CONTRAVENTION OF THE FUEL REGULATIONS

Any competitor/entrant found to be in contravention of the above-mentioned regulations may be:

- a. penalised in terms of GSR 176; and
- b. fined an amount as per the Fees and Allowance Schedule.; and
- c. held liable for all costs incurred in connection with the fuel testing/analysis.

241. REPLENISHMENT OF LUBRICANT



Not permitted during a race or heat run on tarred circuits, except in Endurance races.

242. INDEMNITIES

All entrants, Riders, navigators and passengers must furnish evidence that they have signed an FIM AFRICA indemnity form for the current year. Production of a valid competition licence will be deemed to constitute sufficient evidence in this regard.

In the case of minors, a parent or court-appointed legal guardian must complete the indemnity form on behalf of the minor.

243. PUBLIC ROADS

Notwithstanding anything contained within any other regulation or rule, no racing on public roads is allowed or permitted irrespective of the status of the event. No organising club, promoter, official or competitor may orchestrate, organise or participate in any event where public roads will be travelled upon, traversed or crossed without having sought and obtained the appropriate written permissions as required in the FMN local Road Traffic Act/Laws.

Furthermore, if and when competition vehicles are required to either travel on, traverse or cross any public road, such public road must be decontrolled, and all relevant provisions of the Continental Road Traffic Act must be complied with fully. Organisers and promoters will ensure that sufficient officials are in attendance to both monitor and control the conduct of competitors on public roads.

The penalty applicable to any promoter, organiser, club, official or competitor who fails to comply with either the provisions of the Road Traffic Act insofar as the requisite permissions required are concerned or for a breach of the Road Traffic Act, will be the imposition of a fine in the amount as per the Fees and Allowance Schedule and/or any other sanction deemed necessary by FIM AFRICA.

244. POSTPONEMENT, ABANDONMENT OR CANCELLATION OF COMPETITION

A meeting or a competition forming part of a meeting shall not be postponed, abandoned, or cancelled unless:

1. provision for doing so is made in the SRs; or
2. the Jury/Stewards of the Meeting have taken action in accordance with GSR 152, or
3. FIM AFRICA has agreed to postponement, abandonment or cancellation.

In the event of a cancellation or postponement for more than 24 hours, entry fees shall be returned

245. SILENCING OF VEHICLES

As per current FIM Technical Rules for the event as well as the FIM Africa Environmental Code. Sound testing will be conducted at all FIM Africa events and must be mentioned in the event SR's

246. ADVERTISING

Advertising in compliance with prevailing government legislation is permitted on vehicles except as in FIM AFRICA GSR 247, 248 and 250 below.

Where applicable, sponsor's advertising details are contained in the regulations for each category of motor sport.

Any advertising or other information (which includes, inter alia, the names of sponsors), may be displayed upon a vehicle/motorcycle competing in a competition or official practice, always provided that:

1. The whole of the display shall be in good taste; and
2. The display, or any portion thereof, shall not interfere with or impair the legibility of the competition numbers or of any other official identification mark/s which may be required under the regulations for



the event.

3. Where FIM AFRICA or an authorised agent enters into an agreement with a sponsor, body, company, club, association and/or individual for the sponsorship of a series, a single event and/or events, the sponsor, body, company, club, association and/or individual shall supply advertising material to be displayed on competing vehicles and/or machines. It shall be a condition of entry that such advertising shall be displayed on the competing vehicle and/or machine. The competition numbers allocated to vehicles and/or machines may be legibly incorporated in the advertising material, which shall be affixed to the vehicles as directed. Alternatively, such material may be displayed separate, as agreed between the sponsor, body, company, club, association and/or individual and FIM AFRICA.

In the case of advertising incorporated with competition numbers, such advertising is deemed to form part of the number and must be displayed as such and may not be defaced or removed. The numbers are to be affixed or plates in the case of motorcycles.

In the case of advertising to be displayed separate from the competition numbers, FIM AFRICA will issue a directive as to how this advertising will be displayed, bearing in mind possible space restraints. In the case of an event forming part of a championship series which is not sponsored, or in the case of sponsored events not counting towards a Continental or FIM Africa Regional event championship, the organiser may supply competition numbers incorporating advertising material which is deemed to form part of the numbers, and which must be displayed as such and not defaced or removed.

4. The numbers shall comply with the dimensions laid down by FIM AFRICA for the various categories of motorsport competitions and shall be black on a white background unless specifically stated otherwise.

Competitors who do not comply with the above provisions will not be permitted to compete by the organisers. Any organiser allowing a competitor to compete who does not comply with the above provisions, may be fined an amount of up to as per the Fees and Allowance Schedule and the competitor concerned may not be scored in the results.

247. ADVERTISING CONFLICTS

1. Where FIM AFRICA requires that a sponsor's decals be displayed on competing vehicles (see GSR 246 (3) above), no competitor may display conflicting advertising, except with the permission of FIM AFRICA. Such permission shall only be granted in justifiable instances and FIM AFRICA furthermore reserves the right to impose a limit on the size of conflicting advertising decals.
2. Where an organiser imposes advertising requirements on an entrant, as approved by FIM AFRICA, such advertising must be stipulated in the supplementary regulations and therefore becomes a condition of entry. It may be stated that the advertising may be omitted by the payment of a monetary penalty and, if so, this penalty shall be no more than twice the entry fee. Where the entrant feels that the advertising imposed is in conflict with other legal contractual commitments, he may, at the time of lodging his entry, appeal to FIM AFRICA whose decision will be final.

248. ADVERTISING OF RESULTS – MISLEADING ADVERTISING

1. Any entrant, competitor or firm advertising the results of a competition or record attempt shall state the exact conditions of the performance referred to, the nature of the competition or record, the category, class, etc., of the vehicle and the position or the result obtained.
 - i. **Any such advertisement is subject to prior approval by FIM AFRICA.**
2. The advertising must include a statement saying, "Subject to official confirmation by FIM AFRICA". Failure to comply with the foregoing or any omission or addition calculated to mislead or to raise doubts in the minds of the public shall render the person or body by whose authority or on whose behalf the advertisement is published or issued, liable to the penalties provided by these rules, and may entail the



infliction of a penalty on the person responsible for drawing up the advertisement, by the matter being referred to the local Advertising Standards Authority.

249. COMPETITION NUMBERS

As per event SR'S as well as the SSR's for the appropriate sport

250. TRADE RESTRICTIVE CLAUSES

Except with the written authority of FIM AFRICA, which will only be granted in respect of competitions of a specialised nature, no **supplementary regulation** shall be valid if it restricts competitors to the use of any specified equipment, fuel, oil, tyres, etc. Promoters may offer bonuses or special awards to competitors who use stipulated products or equipment, but they may not place any restrictions upon the use by a competitor of any equipment, fuel, oil, tyres, etc., of his own choice.

251. SERVICE PERSONNEL AND PIT CREW MEMBERS

All persons who have been granted access to the pits and/or paddock area and, in rallies, all service personnel, must at all times obey the instructions of an authorised official of the meeting taking any dispute with such official to the Clerk of the Course.

252. PARC FERMÉ

As per event SR's.

253. PRE-EVENT TECHNICAL CONTROL

All vehicles must be presented for Technical Control/Inspection for verification prior to taking part in any timed practice (qualifying session) or event. Such Technical Control will, at the minimum, examine all vehicles for safety. It will be mandatory for all competing vehicles to undergo such examinations. In addition, the safety equipment of the competitors must be available for examination on demand. Pre-event Technical Control and sound checks will be performed at the circuit or as stated in the event SR's.

254. SCRUTINY AND ELIGIBILITY

All competing and reserve vehicles must be visually examined in the pits, paddock or prescribed Technical Control area prior to the event for safety and general compliance with the group, category or class entered. Detailed internal examinations may only be carried out after the event unless the nature of the event or the regulations for the event allow otherwise.

Such may occur as a result of a protest or be scheduled in the regulations. In any event, the Clerk of the Course, the Jury/Stewards of the Meeting and/or FIM AFRICA, have the power to order the examination of any vehicle at their discretion.

Vehicles awaiting scrutiny after the end of the competition should be kept in "Parc Ferme" conditions until such examinations are completed.

The time and venue of the Technical Control will be mentioned in the regulations. Any request for an extension of this time must be made in writing to the Clerk of the Course who shall convey same to the Jury/Stewards of the Meeting for a decision. Their decision, in this case, is final.

If during a post-event strip or scrutiny it is found that a component or measurement, etc., is not in accordance with the regulations or specifications governing the category of sport concerned, notwithstanding that the components or measurements are not the subject of the original protest or appeal, or the reason for the scrutiny, the incidental findings during examination shall be reported and acted upon as



though they gave rise to the reason for the scrutiny in the first instance.

1. Vehicles shall satisfy the FIM AFRICA regulations covering the competition and there shall be no additional eligibility requirements unless such requirements are stated in the SRs.
 - a. The action of an entrant in presenting a vehicle for official scrutiny shall be deemed to be a declaration of its compliance with the regulations and an acceptance of the consequences of such a declaration not being valid.
2. Any component found not to comply with the technical regulations and specifications must be impounded by the Technical Steward and will not be returned to the competitor concerned until any protest and subsequent appeals have been finally decided.
3. It is a condition of entering a vehicle for a competition that the entrant/Rider/rider shall indemnify the technical officials against any claim for damage to, or loss of, a vehicle or component thereof providing that reasonable care is exercised by the scrutineers whilst the vehicle/component is in their possession.
4. In the event of components being supplied on loan to the scrutineers by manufacturers, distributors or agents for comparison and checking purposes, the same conditions of indemnity shall apply.

255. DANGEROUS CONSTRUCTION AND CONDITION

The Clerk of the Course may exclude any vehicle, the construction of which he or the Technical stewards deem to be dangerous, or which has suffered damage during a competition making further participation dangerous.

256. CONSTRUCTION AND EQUIPMENT

Vehicles taking part in a competition shall comply (as to construction, roadworthiness and equipment) with any SRs in regard to such matters and, in the absence of such SRs, with FIM AFRICA SSR's. In the case of a minor non-compliance with the regulations as to construction or equipment, the Clerk of the Course may, as an alternative to exclusion, impose such other penalty as he may think fit (GSR 177) and permit the vehicle to compete.

257. RESERVED

258. RE-CLASSIFICATION OF A VEHICLE

During initial Technical Control, should a vehicle prove not to be in conformity with the technical regulations governing the event or class in which it is entered, the scrutineers may suggest to the Clerk of the Course that it be re-classified. However, such a change may only be made if:

1. The irregularity did not occur as a result of an attempt to gain an advantage.
2. The proposed change will give no advantage to the entrant or Rider.
3. That the proposed change is into a higher capacity class or group and does not prevent a regularly entered competitor from starting.

Any such change proposed by the Clerk of the Course shall be posted on the Official Notice Board within 30 minutes of the end of Technical Control and is subject to protest.

259. CHANGE OF VEHICLE

A change of vehicle after the closing date of entries may be authorised by the Jury/Stewards of the Meeting (see also GSR 238).

260. PRACTICE/QUALIFYING

An officially recognised practice or qualifying session is part of the competition and subject to all the regulations relating to that competition.

261. START



The start is the moment that the starting signal is given. When the event is time based, this must commence either when the signal to start is given (standing start) or when the first bike/vehicle crosses the start line (rolling start). In certain speed events the timing may be automatically started. Any Rider who has received the starting signal or has triggered the timing device is considered as having started and has no right to restart, except in the case of "force majeure" to be decided by the Jury/Stewards of the Meeting.

262. STARTING SIGNAL

Events may be started by falling gates, lights or the FMN National flag. Any other method must be approved by FIM AFRICA. If lights are used, the red light/s must be visible from any point on the starting grid. Illumination of the red lights corresponds in meaning to the raising of a starting flag, extinguishing of the red lights corresponding to the dropping of the flag and the start of the event. In any Continental/Intercontinental speed event with a line-up start, the starter shall be the Clerk of the Course or appointed official.

263. TYPES OF STARTS

There are two types of starts:

1. standing starts, or
2. rolling starts.

264. STANDING STARTS

See SR's or SSR's

265. ROLLING STARTS See SSR.

266. HEATS/RACES

A competition may be started in heats, the composition of which must be determined by the promoter and published in the SRs or laid down in the SSRs. The composition of heat may be modified, or heats consolidated, but only by the Jury/Stewards of the Meeting. **Where the composition of heats or races calls for a specified minimum number of starters, this number may apply to any one heat or race in order for the race/s to score championship points.**

267. STARTER'S ORDERS

Except as otherwise prescribed in the SSRs, competitors and vehicles ready for the start are under the orders of the starter from the moment when the start timing board is shown until the starting signal is given.

268. NON-STARTER

Any Rider not coming under the starter's orders shall be deemed to be a non-starter of the race, unless starting from the pits as permitted in the SSRs.

269. FALSE START

These are generally confined to starting equipment malfunction. In the event of this happening, competitors are advised by the COC and marshals, by using the Red flag. Competitors may complete a lap or as directed by race officials to reform on the start line as quickly as possible.

270. STARTING JUDGES

One or several judges may be appointed by the organising committee of a race to supervise the start. Starting judges shall immediately point out to the Clerk of the Course any false/jumped starts which may have occurred.

271. STARTING FROM THE PITS

1. In all races on closed circuits [excluding MX, SMX, Enduro, Dirt and Oval track], the pit exit shall be closed



when the 2-minute starting signal is given. The pit exit may only be re-opened when the starting signal has been given and the field has passed the pit exit.

2. Where the pit exit is controlled by red/green lights these should be supplemented after the start by flashing yellow lights during the race. It shall be an offence to ignore a red light.
3. Starting from the pre-race paddock/pit area is prohibited for MX, SMX, enduro, dirt and oval track.

272. DETERMINATION OF THE FINISH OF AN EVENT/RACE

1. The finish flag[signal] will determine the conclusion of a competition. If, in circuit races, the signal is shown early, the classification will be calculated from the moment the signal is given. If the finishing signal is shown after the prescribed number of laps or the maximum time or distance of the event, the classification will be calculated from the moment the event should have finished.
2. Once the signal for the conclusion of the event has been given, all competitors must cease competition, slow down and return to the pit/paddock.
3. If any vehicle takes more than twice the time of the winner's fastest lap to complete its last lap, then this last lap will not be taken into consideration when calculating the distance covered or the number of laps completed.
4. The finish line must be marked on the track. Unless the regulations provided otherwise, it will not extend beyond the actual track edges and thus will not include the pit lane.
5. The timing of a vehicle crossing the finish line shall be taken at the moment when the Foremost part of the motorcycle pass/es over that line, or where an automatic timing apparatus is in use is activated the moment when it is operated.
6. The rider and the vehicle must cross the finish line together and under the vehicles own power.

273. STOPPING OR DELETING PART OF EVENT/RACE MEETING

If any part of a race meeting has to be deleted due to reasons of force majeure, the decision as to how the scoring of the event will take place, will rest with the following bodies.

- a. FIM Africa Regional event Championship events - CoC in conjunction with Jury/Stewards of the Meeting.
- b. Continental Championship events – CoC in conjunction with International Jury/Stewards of the Meeting.

274. CLASSIFICATION

1. The vehicles shall be classified with the one place first which has covered the required distance in the shortest time or completed the longest distance in the allowed time, with all penalties taken into account.
2. Unless the regulations provide otherwise, the sole method used for the absolute overall classification will be as follows:
 - a) To be classified as a finisher, a motor vehicle/motorcycle must have completed not less than 75% of the distance of the race under its own power. For lap events, the 75% shall be calculated by rounding down to the nearest lap.
3. When a race is run in more than one part, the winner is the Rider and/or vehicle who/which:
 - a) completes the total prescribed distance in the least total time, or
 - b) completes the greatest total distance in the prescribed total time. In the case of a tie the classification achieved in the various facets will be considered to determine the overall classification.



275. DEAD HEATS

For any overall or class classification, dead heats will result in points gained or awards to be shared equally. Thus, if third and fourth places cannot be separated, their points or awards are added together and divided by two, and these competitors declared equal third. The next competitor in the classification is declared to be fifth.

276. RESULTS

The results of a competition shall be "provisional" until every competitor has had an opportunity of protesting in accordance with the FIM AFRICA GSR and any protest or subsequent appeal has been decided upon. **Once provisional results have been announced, they may only be amended following a protest or as allowed for in GSR 156 (10).** No further protests against the amended results will be allowed. The amended results shall, however, be subject to appeal, but the appeal court in hearing the appeal, will only deal with grounds of appeal relating to why the Jury/Stewards erred in the first instance by amending the results.

The appeal court shall not deal with any grounds of an appeal that could and should have been the subject of a protest when the results were first announced.

277. PUBLICATION OF RESULTS

See GSR 141.10.A.

278. ALTERATION OF PROVISIONAL RESULTS

Any alterations to provisional results shall be formally notified to all competitors, normally electronically.

Where a competitor is excluded from the results of an event, all other competitors who finished the event behind him/her move up in the results, as though the excluded competitor had never taken part in the event.

279. PROTESTS AGAINST PROVISIONAL RESULTS (Refer GSR 200)

If no valid protest is received after the publication of the provisional results for a competition, and after any amendments thereto, the results shall become final subject to the power held by FIM AFRICA in terms of GSR 154. When results are republished the time limit for protest will be 7 (seven) working days from date of republication of the results. Where the results of a competition are amended by an FIM AFRICA Court of Appeal/Enquiry, such amended results shall not be subject to protest. An aggrieved party's only recourse shall be via an appeal to the FIM AFRICA Continental Court of Appeal in accordance with GSR 212.

280. PAYMENT OF STARTING AND PRIZE MONEY AND PRESENTATION OF AWARDS

1. As per the event SR's the promoters shall distribute all starting and prize money within 14 working days after the results of a competition have been finalised, or within such further period as FIM AFRICA may allow. Any awards shall be presented within a like period unless the SRs specify a particular date or occasion for presentation.
2. Where the SRs include prize giving in the programme of an event and circumstances arise which would cause unreasonable delay in announcing the results after the event, the Jury/Stewards may postpone such announcement to a later date having advised all competitors present accordingly.
3. Where prizes/awards are presented at the close of an event, competitors who do not attend to receive their prizes/awards may forfeit them unless they have received prior permission from the Clerk of the Course to be absent from the function.

Non-attendance by competitors at prize-giving may be reported to FIM AFRICA, which reserves the right to impose fines on competitors for non-attendance.

281. AWARDS

1. All awards shall be given to the first nominated Rider unless the entrant has specifically stated



otherwise.

2. No competitor shall be a member of more than one team competing for the same award unless the SRs specify otherwise.
3. Only competitors classified as finishers shall be eligible for an award or for classification in the results of a competition, unless the SRs specify otherwise.
4. The distribution of prizes shall not commence until at least half an hour has elapsed after the publication of the results of a competition.
5. Where a protest is lodged, the distribution of a prize must, if the entitlement to the prize may be affected by the decision of the Jury/Stewards, be withheld until the protest has been ruled upon and either the result of any possible appeal arising out of such ruling is known, or the time has expired for giving notice of an appeal. The list of awards insofar as it related to such a prize must be declared to be provisional.
6. If, after the distribution of prizes, a decision is made pursuant to these rules which affects the results of a competition, any competitor to whom a prize has been awarded but who is adjudged to be ineligible therefor, shall return such prize to the promoters on demand.
7. However, when such a protest may affect only part of the list of awards, such part as is not affected by the protest may be published finally and the corresponding prizes distributed.

282. CONTROL OF ALCOHOL CONSUMPTION AND TESTING

The following people are empowered to order the breathalysing of any entered competitor or serving official during the course of a motorsport event:

- Clerk of the Course; and/or
- Jury/Stewards of the Meeting; and/or
- Chief Medical Officer (CMO)/Chief Medical Coordinator (CMC).

Only the CMO/CMC, or another suitable member of the medical crew that he/she may delegate this authority to, is empowered to administer breathalyser tests at motorsport events.

Where a breathalyser test delivers a positive result (i.e. there is any trace of alcohol in the person's system), a second test shall immediately be undergone, using a fresh device. Should the second test also deliver a positive result, the offender (whether a competitor or (refer GSR 113.13 & 14 or an official) shall be prevented from taking any further part in the event, with no right of protest.

Should the second test deliver a negative result (to contradict the initial positive result), a third test shall immediately be administered, again utilising a fresh device. Two out of the three results obtained will determine whether the competitor/competitor's associate/official is to be allowed to take any further part in the event, or not.

283. CONTROL OF DEMONSTRATIONS & PARADES

It is forbidden to run races under the guise of 'demonstrations' or 'parades'. Provision for such 'demonstrations' or 'parades' must be included in the SR's based upon which FIM AFRICA issues an organising permit and they may only be conducted strictly in accordance with the conditions laid down by FIM AFRICA. Generally, a 'parade' or 'demonstration' will only be permitted to form part of a FIM AFRICA-sanctioned event if:

- i) It is conducted at slow speed.
- ii) It is not timed.
- iii) It does not have a mass start (i.e. participants must be set off individually).
- iv) It only includes participants utilising vehicles they would normally be eligible to race in terms of their age.

Any 'parade' or 'demonstration' conducted without FIM AFRICA's prior approval, or not in accordance with the conditions specified by FIM AFRICA, shall be considered an unsanctioned event – see GSR 174 – and shall not



be covered by any of FIM AFRICA's insurance policies.

284. LOCAL LEGISLATION

Compliance by event organisers/promoters with the provisions of Local legislation is mandatory for all events held under an FIM AFRICA organising permit.

285. PAYMENT OF STARTING MONEY, PRIZE MONIES AND PRESENTATION OF AWARDS

(See GSR280)

286. GENERAL PRESCRIPTIONS APPLICABLE TO CONTINENTAL CHAMPIONSHIP RACES (See GSR 226)

Refer to the SSR's of that Discipline.

287. ELECTRONIC TIMING (Telemetry)

1. Where race timing is done by way of transponders, the use of the specified transponder holders is mandatory.
2. Transponders are to be positioned as per the requirements of the involved timing concern.
Note: Unless there is clear evidence to support an alternative course of action, race results shall be determined strictly according to timing transponder 'hits', regardless of the exact location of the timing transponders in/on specific vehicles.
3. FIM AFRICA shall have the sole discretion to approve, or reject, the timing system (and operators) to be used for any event. It shall also have the sole discretion to appoint one or more individual(s)/concern(s) to time Continental events.
4. The following minimum criteria will apply where transponder-based timing is used:
 - a. The system must be approved by the manufacturer for the categories of racing to be timed on a given day.
 - b. Back-up photocells must be used to counter possible missed "hits".
 - c. An uninterrupted power supply (UPS) of minimum 1 KVA must be available to the timing officials.
 - d. A 1.5 KVA standby generator must be available to the timing officials (in case of a municipal power failure).
 - e. All audit trails for races and qualifying sessions must be available to the relevant officials/FIM AFRICA in the event of protests, appeals, etc.
 - f. Manual lap-scoring must still be undertaken to provide the necessary back-up in the event of total system failure.

FLAG SIGNALS

To ensure adequate supervision of a racing circuit, the Clerk of the Course and/or Assistant, and the observation posts, rely largely on the use of signals to:

- a. contribute to the safety of competitors
- b. enforce the regulations



Signals are given in daytime by different coloured flags, possibly aided by lights. At night-time or in conditions of poor visibility the flags should preferably be replaced by lights and reflective panels, but all Riders must be made aware of this beforehand. Yellow lights at each post are obligatory for events run at night.

For events other than circuit racing e.g. motocross, supercross, off-road racing, enduro events and rallying, some or all of the following flags and flag signals may be used, or additional flags introduced:

1. FLAGS

The minimum size of signal flags is 60cm by 80cm.

Flags will be used during both practice and the race itself and will have the same meaning. **They shall be respected by the competitors at all times.** Any competitor failing to acknowledge or act upon a signal conveyed to him/her personally, or to a group of competitors of which he/she forms a part, engaged in a practice or a race, by an authorised official using any of the flag or light signals listed herein, shall be guilty of an offence which may be dealt with by the Clerk of the Course in terms of GSR 156.

2. START

Shall be given by the Start board, FMN National flag, red lights or the FIM Africa flag. In the latter case the red lights shall normally remain lit for between 4 and 7 seconds before being extinguished. In the case of a start by flag, the signal to start will be the lowering of the flag which, for standing starts, should not be raised until all vehicles are stationary, and in no case for more than 10 seconds.

3. FINISH:

A black and white chequered flag usually waved.

4. RED FLAG

Shown waved under the direction of the Clerk of the Course, at all marshal points around the circuit (except that immediately prior to the incident which shall show double waved yellow flags). Indicates that the practice or race has been terminated and all competitors must stop their practice or race immediately and proceed to the pits (in the case of practice) or the start area as per SSR 41 if the stoppage is during a race, unless the SRs for the event provide otherwise. Upon seeing a red flag, competitors shall exercise extreme caution and be prepared to stop at any time if necessary. It is not permitted for any competitor to pass another once the practice or race has been terminated by the display of the waved red flag.

The red flag will be shown motionless under the direction of the Clerk of the Course to close the circuit.

5. BLACK FLAG

Shown by the Clerk of the Course together with a number board indicates to **the competitor whose number is shown that he/she must stop at the pits at the end of the lap and immediately report to the Clerk of the Course. The effect of a black flag is to take a competitor out of a race and, as such, its use is reserved for serious offences only.**

A competitor who has been black-flagged shall be regarded as a non-finisher of the race in question and shall be awarded zero (0) points. Failure by a competitor to respond to a black flag shown to him/her on two or more consecutive laps and/or to immediately report to the Clerk of the Course having responded to a black flag, shall render offenders liable to be penalised by the clerk of the Course in terms of the provisions of GSR 157.



6. **BLACK AND WHITE FLAGS DIVIDED DIAGONALLY INTO BLACK AND WHITE HALVES** Shown by the Clerk of the Course together with a number board indicates to the Rider whose number is shown that he is warned for unsportsmanlike behaviour and placed under observation for the balance of the race meeting/event in question. A competitor shown a black and white flag shall report to the Clerk of the Course immediately after the race in question. Failure to do so may render offenders liable to be penalised by the Clerk of the Course in terms of the provisions of GSR 157.
7. **BLACK FLAG WITH ORANGE DISC**
Shown together with a number board indicates that the vehicle concerned has a **potentially dangerous defect and must stop at the pits at the end of that lap.**
8. **YELLOW FLAG**
Indicates danger, either temporary or permanent, whatever its nature.
1. A stationary yellow flag indicates danger ahead, ride cautiously.
 2. A waved yellow flag indicates immediate danger prepare to stop; no overtaking permitted. MX and Supercross no jumping allowed ["wheels on the ground"]
Riders will be warned of any new danger occurring in the same sector by waving the yellow flag for 2 laps and then displaying it stationary for 2 laps, after which it will be withdrawn, even if the cause of the danger has not been removed.
Riders are to be instructed, either by hand or flag, to use the unobstructed portion of the track, and if the obstruction is very serious, 2 yellow flags may be waved by the same post. In the case of a total obstruction, two yellow flags may be used prior to the Clerk of the Course stopping the race.
When an obstruction occurs in a sector and a yellow flag is being waved, the preceding post will display a stationary yellow flag to warn Riders in good time of the danger. If 2 yellow flags are being waved, the preceding post will show 2 stationary yellow flags.
Should a danger such as debris extend beyond the accident or obstruction into another sector, the post in this sector will also display a yellow flag. Otherwise, if this sector is clear, a green flag will be displayed. Competitors passing any yellow flag **must slow down, maintaining their position relative to other competitors and being prepared to stop if so, instructed by a competent Official.**
Any competitor failing to obey the yellow flag or overtakes under yellow will be subject to penalty by the race officials.
9. **GREEN FLAG**
Waved denotes:
- a) When shown on first lap of practice or out lap of a race that the sector being entered is clear.
or
 - b) that the sector controlled by yellow flags following a dangerous situation is being exited and racing may continue once the competitor has passed the green flag; or
 - c) Used to start a warmup or parade lap or practice session under direction of the Clerk of the Course. Shown waved at the start/finish line denotes that a Safety Car intervention has ended, and racing may continue once the competitor passes the Green Flag at the start/finish line.
10. **YELLOW FLAG WITH RED STRIPES**
Indicates a deterioration of surface adhesion due to oil, water, etc. This flag can also be used to inform Riders of either a pool of water large enough to create aquaplaning, or that due to a local shower, Rider/riders are about to pass from a dry to a slippery surface: this being the case, the flag will be displayed accompanied by a hand pointed to the sky. Shall be displayed for 2 laps, or until the surface returns to normal.



11. WHITE FLAG WITH RED DIAGONAL STRIPES

Denotes either an ambulance and or Medical and Marshals are on the circuit. It should be waved while the vehicle is in a sector and then held stationary while the vehicle reaches the end of the next sector, after which it should be withdrawn. Should the vehicle stop on the track, the white flag must be replaced immediately by yellow flags.

12. BLUE FLAG

To be shown:

1. In cases of obvious obstruction by a competitor.
2. When the slower vehicles are being overtaken by the leader.
3. When a faster vehicle making up time is working its way through the field. It is not necessary to show the blue flag:
 - a) During the first lap of a race when vehicles are still grouped together.
 - b) When two or more Riders are racing wheel to wheel over several laps.
 - c) When, by his actions, a Rider is aware he is about to be overtaken.

The blue flag should always be used with discretion, bearing in mind that in the wet during bad visibility it is often the best means of warning a competitor he is about to be overtaken.

13. NOTE [APPLICABLE TO CIRCUIT RACING]

1. For Continental/Intercontinental events, when a decision has been taken to stop a competitor, his pit should be informed so that a stop signal can also be displayed there.
2. Any flag indicating the stopping of a practice or race, or of a particular competitor, may be shown at a place other than at the start/finish line should visibility, length of circuit or the speed of vehicles make it advisable to do so.
3. Numbers for display to competitors shall be white on a black background and not less than 200mm high by 170mm wide with a stroke width of 30mm.

14. LIGHT SIGNALS AT START

When the start signal is given by lights, a red light or lights must be used, visible from any position on the starting grid.

17. LIGHT SIGNALS DURING NIGHT RACING

When light signals are used to supplement flag signals during the hours of darkness, they must comply with the following specifications:

- a) Lights may replace the yellow, green and red flags.
- b) Each installation must consist of a group of three lights – 2 yellow and one green – so arranged that the 2 yellow lights are easily recognisable. A red light must be mounted separately, and shall be operated solely by, or on the order of, the Clerk of the Course.
- c) The electric power supply must be backed up by an independent emergency system.
- d) Preferably the lights should be flashing, but they may be continuously lit. A combination of both methods is not permitted.
- e) The lights will have the same meaning as flags of the equivalent colour. If the two yellow lights are used together, either in phase or flashing alternately, this indicates a degree of danger greater than one light alone or one flag.
- f) One yellow light at each marshal post must be shown accompanied by a yellow and red striped flag to warn of a serious deterioration in surface adhesion after dark.

16. HAZARD BOARD (OPTIONAL - USAGE TO BE SPECIFIED IN THE SRS OF THE EVENT.)

Where an incident has been cleared to the satisfaction of the marshals, but they are unable to remove the offending vehicle completely to a position behind the safety barriers and it is deemed reasonably safe to continue racing, the yellow flags will be withdrawn and replaced by the Hazard Board. The board allows the competitor to continue racing at his/her own risk in the sector concerned.

 <p>READY FOR START PROCEDURE</p>	 <p>RIDER, INDICATED WITH START NUMBER MUST LEAVE THE TRACK IMMEDIATELY</p>
 <p>DANGER, RIDE CAUTIOUSLY</p>	 <p>YOU ARE ABOUT TO BE LAPPED</p>
 <p>DANGER, RIDE SLOWLY OVERTAKING AND JUMPING PROHIBITED, BE PREPARED TO STOP!</p>	 <p>FINISH OF THE RACE OR PRACTICE SESSION</p>
 <p>RACE OR PRACTICE STOPPED DUE TO EMERGENCY</p>	 <p>MEDICAL STAFF ON THE TRACK PROCEED WITH EXTREME COUTION. RIDERS MUST ROLL EACH JUMP INDIVIDUALLY WITH NO OVERTAKING UNTIL PAST THE AREA FOR CONCERN</p>

CODE OF CONDUCT & ETHICS

http://www.fim-live.com/en/library/download/73867/no_cache/1/
 [Pay attention to the personal commitment]

GENERAL BEHAVIOUR



Riders/Officials are expected to behave in an honest, ethical, respectable and sportsman like manner. Abusive behaviour, threats and foul language will not be tolerated, whether race official or competitor.

RIDERS

No rider may operate any vehicle in such a manner as to endanger competitors, crew members, officials and general public. Riders are prohibited from using personal audio listening devices while riding on the racecourse. Riders are prohibited from using video recording equipment on their body including their helmet. Riders are prohibited to ride a vehicle in the wrong direction on the racetrack. Riders are expected to be courteous and respectful to race officials and competitors alike.

Alcohol and Drugs

The GSR of FIM Africa prohibits all riders, crew and family members and officials from the consumption of alcohol until such time as they have discharged all of their official duties in their entirety. FIM Africa's representatives should, in addition, avoid inappropriate behaviour such as the excessive use of alcohol or the use of recreational drugs. Representatives should also bear in mind that they cannot perform their duties to the highest standard when suffering the aftereffects of overindulgence in alcohol and drugs.

The World Anti-Doping authority [WADA] has a comprehensive list of banned substances on their web site should anyone have queries or doubts on prescribed or recreational drugs. Riders competing in FIM Africa events are subject to random blood and/or urine tests at any time during the event.

Social media

Unless social media forms part of a representative's duties, attention should always remain focused on the representative's responsibilities. The use of mobile devices and the Internet should be saved for either a break or the end of the day.

The following represent broad guidelines for the use of social media

Put yourself in the other person's shoes. Take a moment to think before you post. If it was you and someone was posting a picture or comment about, how would you feel?

Once it's out there it's out there. Never assume that something you post online is private. Comments, photos and status updates can all be copied, shown to friends, screen captured and saved or sent on by others. Always assume the person you are posting about will see your post.

IF IN DOUBT, LEAVE IT OUT. If you have to stop and think about it, it probably means you should not be posting it! Remember, your online presence is part of your personal brand. What you say and do online effects how people perceive you.

Social media should not be used to make disparaging or negative remarks about competitors, officials, volunteers, event organisers, promoters or FIM Africa.

There can be serious consequences for misuse of social media. If you have an issue that needs resolving, there are appropriate channels to do this through.

Never post photos or comments about a motorsport incident. It is vitally important that we all respect the privacy of individuals involved in accidents or incidents, whether on or off the track. As such, refrain from posting photos, comments or information on social media or other online forums about an accident or incident. Remember the first point above: Put yourself in the other person's shoes.

Use social media as a tool to promote and encourage the development of our sport Social media, correctly and responsibly used for positive objectives, is an amazing platform. Use it to promote events, club activities and membership. Use it to spread the word about our great sport and keep it positive.

