



KENYA MOTOR SPORTS FEDERATION

2015 NATIONAL COMPETITION RULES
FOR
ALL FORMS OF MOTOR SPORT IN KENYA

AS PER MOTORSPORT COUNCIL 23/1/2015

APPENDIX B (3)-TECHNICAL APPENDIX – CLASS 6 - CARS SOLD BY LOCAL MANUFACTURER DEALERS

New (not second hand) cars that are sold in quantity (not one off models) by car manufacturer dealers in Nairobi may be used in the KNRC and 2WD rally championships under the following technical conditions.

1. The car must retain the shape and silhouette of the standard car.
2. Engine, gearbox and differential must remain as sold. The engine may be tuned for higher performance by use of camshafts, etc.
3. Turbochargers or superchargers are not permitted unless used in the standard car. If an aftermarket turbo or supercharger is used then it must be restricted by a 33mm restrictor.
4. Suspension is free but a maximum of 2 shock absorbers per wheel are permitted. Suspension mountings must not be moved more than 100mm from the original mounting positions
5. Rims and tyres are free
6. Safety: Roll cage must be a full cage as per the FIA regulations, seat belts must be a minimum of 5 point belts securely mounted. Seats must be standard or approved rally seats. A minimum of 2 5kg fire extinguishers must be carried.

Appendix C – Moto Cross

JUNIOR AND SENIOR MOTOCROSS RULES AND REGULATION

TITLE AND GENERAL

- .0 These rules shall govern the Kenya Motocross Championship for individuals for Junior and Senior riders.
- .1 These events are organized according to the rules of the F.I.M. Sporting Code, Chapter 30:- "F.I.M. Championship's and Prize Events" and FIM Africa Rules and Regulations and these NCR's.
- .2 The events will be held during the year as KMSF events (Senior and Junior Motocross).
Juniors:- MX 50 cc, MX 65 cc categories, MX 85cc (Lites)
Seniors:- MX 125 cc, MX 2, MX 1 and VMX categories
For WMX, see specification under article 3.2
- .3 All riders eligible to compete will feature in the individual results.
- .4 All events will count towards the National Championship. There will be a National Champion in each class; MX 50, MX 65, MX 85, MX 125, MX 2, MX 1 and VMX.

Riders

- 2.1 **Licences**
Participation at race meetings is restricted to KMSF Licence holders. Each rider will be asked to produce proof of age (Birth Certificate, ID, passport) at the time of applying for a Licence and if need be, during signing on at the first event of the season.
- 2.2 Guest Riders may compete in a National event, but will not be eligible to score Championship points, subject to them being licence holders and authorization from their respective FMN and subject to the rider signing an indemnity.
- 2.3 **Rider Number**
Allocation of numbers will be done by KMSF at the beginning of the year. Number 1, can only be allocated to the winner of the respective KMSF class in the preceding year if that rider is still riding in the same class he/she won in the current year.

MOTORCYCLES AND CLASSES

- 3.1 **Motorcycles**
The races are open to motorcycles a defined in Appendix A. - Motocross Technical Rules.
- 3.2 **Classes**
The recognized classes for the Kenya Motocross Championship are as follows:-

Junior Classes*

MX 50 : Riders aged 5 to 9 years

Senior Classes*

MX 125 cc: Riders aged 13 to 17 years

MX 65 : Riders aged 7 to 12 years
MX 85 (Lites)Riders aged 10 to 15 years

MX 2: Riders aged 15 years & over
MX 1: Riders aged 16 years & over
VMX: Riders aged 35 years to 49 (Veterans), Riders 50 years & over (Masters)

WMX: Lady riders aged 10 years and above on 85cc 2-stroke/150cc 4-stroke, and 13 years and above on 125cc 2-stroke motorcycles. Riders of 15 years and above may also compete on a 250cc 4-stroke motorcycle. Therefore, the Ladies Class will race as combined age/capacity class as one class. The Jury will decide if there are sufficient entries to divide the Class into Lites and open

*Lady riders are permitted to compete in their respective classes a further one calendar year longer than the permitted age limits imposed in article 3.2.

3.3 Subject to the written approval of the Motorcycle Commission a rider may participate on a Motorcycle NOT conforming to the cc. of classes as above. The application must be in writing and must be prior to the event. A minimum of three eligible riders will constitute a class.

3.4 **Veteran Classes**

There will be 2 classes raced together; Veteran and Master Riders on any capacity motorcycle.. Veterans and Masters will race as one class. If there are insufficient minimum entries to form both classes, then 2 Bonus points will be allocated to the Master Riders. These start line points will be added to the overall points scored for each heat.

3.5 **Definition of Ages**

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

3.6 **Licenses**

The KMSF license will indicate in which classes a rider is eligible to compete based on the age.

3.7 **Additional Races:**

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

A minimum of three eligible riders will constitute a class.

4. **COURSE:**

Course Specifications

Junior

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

- (a) The direction of the course must be clearly indicated to the riders. A course will not be approved if it crosses water or mud of too great depth, or if it is excessively rocky, or if it includes a straight where dangerously high speeds can be attained.
- (b) The start gate will be so positioned that it allows all riders an equal chance (Minimum 30 start gates are recommended)

- (c) The length of the start straight should not be less than 50m and should not exceed 120m (distance from the starting gate to where the straight turns into the first bend). There must be no jump in the first straight after the start and the starting area is to be level.
- (d) The width of the first corner following the start should not be less than 6m and the turn should not exceed 90 degrees to the left or right and should be wide enough to accommodate the riders.
- (e) All jumps must be suitable for the classes using them.
- (f) "Washboards" are permitted. The maximum height for MX 50 cc, MX 65 cc classes shall be defined as a number of consecutive semi-circular hillocks above the ground, it is recommended no more than 0.3m high and approximately 1.5m between crests - with no restriction to the length of a "washboard" section. They must be placed after a turn, allowing an approach at slow speed.
- (g) Dust should not create a hazard to riders and sufficient watering facilities should be available. Watering may only take place between races. Take offs and landings of jumps must not be watered during and between any heat. Should watering be unavoidable, the riders must be informed on the start line and the CoC must ensure that the safety of the riders has not been compromised by inspecting the affected jumps prior to the start of the following heat.
- (h) Barbed wire, metal fences, wires, poles, trees or hoarding less than 3m from the edge of the circuit must be padded and made safe.
- (i) The whole of the starting and finishing areas, the competitor's enclosures and all points of the course where it is necessary to ensure an unobstructed passage for the competitors or for the protection of the public should be adequately marked and enclosed.
- (j) Jumps should have safe landing areas free of obstacles and should be designed to safely accommodate 3 motorcycles riding abreast across the jump. The landing area should be wider by 1 m each side than the take-off. Minimum 6 metres take-off and 8 metres landing.
- (k) The outer limits of the circuit are to be clearly marked with tape not higher than 500mm above the ground. Course markers must be made of wood (easy to break) or flexible material and have a maximum diameter/width of 25mm. Tyres may be used at the discretion of the Clerk of the Course but no commercial or SUV vehicle or truck tyres are permitted.
- (l) Spectators are to be kept away from the edge of the course by creating a 1 m wide neutral zone with material such as tape, rope or barriers, which will not pose a danger to either riders or spectators. Option:- a tyre barrier for spectators must be placed a minimum of 3m from the circuit.

The minimum width of the course should be 6m for usable space. A distance of 3m should be allowed between opposing sections of the course, or where this is not possible due to the terrain or nature of the course, a physical barrier shall be erected comprising of either straw bales, hessian bags filled with sawdust shavings etc.

- (J) The free vertical space between the track and any obstacle above the ground must be 3m minimum.

4.1.2 Senior

See FIM Standards for Motocross Circuits (SMXC) and Arena Cross/Super Cross (SASXC). Length of Kenya Motocross Championship course should be for Motocross course, 1.5 km minimum and 2.5 km maximum, for a super cross course it should be 400m minimum and 600m maximum.

- a) "Washboards" are permitted. The maximum height for MX 85 cc, MX 125 cc, MX 2 and MX 1 classes shall be defined as a number of consecutive semi-circular hillocks above the ground, it is recommended no more than 0.5m high and approximately 2.5m between crests and with no

restriction to the length of a "washboard" section. They must be placed after a turn, allowing an approach at slow speed.

4.1.3 New Motocross Track

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

Safety

See FIM Standards for Motocross Circuits (SMXC)

Inspection

See FIM Standards for Motocross Circuits (SMXC)

Control

See FIM Standards for Motocross Circuits (SMXC)

5. Environmental

- a) **All Riders must use environmental mats in their pits and ensure that no spillage of Fuel, oil or other lubricants/contaminants occurs.**
- b) **The organising club will provide a wash bay/drainage area as per the FIM Africa environmental regulations.**
- c) **The technical steward will conduct sound level as per the FIM Africa Sound Level Regulations**

Competitors are required to use environmental mats (absorbent top layer and liquid proof lower part) at their pits and penalties are applied for non compliance (see below). Fuelling is allowed only when a bike is placed on an Environmental Mat.

In accordance with FIM rules, the following penalties are applied in sequence:

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

Naked BBQ fire is not allowed

Each Pit Area must have a Fire Extinguisher

d) OFFICIALS

All officials, with the exception of the KMSF Steward and Club Steward, are to be appointed by the Clerk of the Course. Such officials may in turn appoint their assistants.

6.1 Other officials must include as a minimum:

- **Chief Flag Marshall**
- **Paddock Marshall**
- **Chief technical steward**
- **Secretary**
- **Starter**
- **Finisher**
- **Safety & Environmental officer**
- **Medical Officer**

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

6.3 Clerk of the Course

The Clerk of the Course shall be appointed by the organizing Club. The "Clerk of the Course", must have successfully participated in a seminar organized by the KMSF/FIM/FIM AFRICA and hold a valid KMSF/FIM AFRICA/FIM licence for **Clerk of the Course**.

6.4 KMSF Steward

The KMSF Steward of each event/meeting must compile a Stewards report to be sent to the KMSF Secretariat within 10 days after each event. This report shall consider all matters relating to the event with particular focus on the implementation of Rules and Regulations, safety and environmental matters. Failure to send the report will result in a penalty to the Steward.

6.5 Safety and Environmental Officer

The Safety and Environmental Officer of each event will compile an Environmental Report to be sent to the KMSF Secretariat within 10 days after each event (see FIM AFRICA format).

7.0 SUPPLEMENTARY REGULATIONS

The Supplementary Regulations must conform to the official KMSF NCR`s.

7.1 Acceptance of Entries:

7.1.1 To constitute a class, there must be at least 3 eligible qualified riders at registration for the event.

7.1.2 Entries to a KMSF Motocross Championship event will be accepted for riders who are in possession of the appropriate KMSF licence and are eligible to ride in that category.

7.1.3 A competitor can compete in one class only during a race meeting. Notwithstanding FIM Sporting Code, Amalgamation of MX2 and MX1 classes may take place but amalgamation does not upgrade a competitor to a higher class and does not serve to help meet the minimum number of starters for any class for the purpose of eligibility for championship points. Amalgamation must be acceptable by all riders.

7.2 Starting Field:

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

8. **PRACTICE: (Timetables for Start Practice, Free practice, Qualifying etc. will be detailed in the Supplementary Regulations.)**

For practice, the riders are allowed to use only motorcycles (maximum 2) presented at scrutineering.

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

1. A rider can present a second motorcycle to scrutineering, under his name and number.
2. A rider can present a second motorcycle with the possibility to have it used by several riders. In this case, the rider presenting the motorcycle must indicate to the Technical Steward, at the time of scrutineering, the names and numbers of the riders eligible to use this motorcycle.

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

8.2

A compulsory briefing will be held between the officials and the riders at a suitable place. This briefing must involve the following persons:-
The Clerk of the Course, the Flag Marshal responsible, the Chief Medical Officer, the Organiser/Promoter, all the riders participating in the event and the Industry Representative may also attend this briefing, as well as the Secretary of the Meeting and the KMSF Delegates.
During this briefing all matters relating to the circuit and safety will be discussed

9. RACES

9.1 Choice of Machine

A maximum of two machines per competitor is permitted. Riders have the possibility to change machines between races. The final choice must be made 10 minutes before the start of each race.

9.2 Schedule of Races

All classes must be run in 3 separate heats for:-

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

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

9.3 Start Procedure

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

9.3.1 **10 minutes before the start:** All machines must be in the waiting zone. The penalty for violation of this regulation will be exclusion from the race in question.

5 minutes before the start: After a whistle signal, everybody, except the riders and one mechanic per rider leaves the waiting zone.

As of then: Upon the decision of the Clerk of the course, and after a whistle signal, the riders leave the waiting zone and proceed to the starting gate.

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

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

9.3.4 Once a rider has taken his position at the starting gate, he cannot change it, return to the waiting zone or receive assistance prior to the start.

9.3.5 No second row is allowed. For the Kenya Motocross Championship the starting gate should provide 30 positions for seniors and for juniors.

9.3.6 If a rider has mechanical problems at the starting gate, he must wait for assistance until after the starting gate has dropped. Once the starting gate has dropped, he can receive assistance by his mechanic only at this position. The penalty for violation of this regulation is exclusion from the race in question.

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

9.3.8 A mass start will be made with engines running. The starter will hold up a green flag, from which moment the riders are under his control, until all riders are on the starting line. When all the riders are on the starting line, the starter will hold up a "15 second" sign for 15 full seconds. At the end of the 15

seconds, he will hold up a "5 second" sign and the gate will drop between 5 and 10 seconds after the "5 second" sign is shown.

- 9.3.9 The area in front of the starting gate shall be restricted and shall be prepared in a consistent manner providing conditions as equal as possible for all riders. No one except the officials and photographers shall be allowed in this area and no grooming of the area is permitted.
- 9.3.10 No one except riders, officials and photographers shall be permitted in the area behind the starting gate, except Junior riders, who can receive assistance to line up and place starting blocks. Riders are allowed to groom this area provided no tools are used or outside assistance provided.
- 9.3.11 Starting blocks are permitted in all classes and must be presented to the starter for approval.

9.4 **False Start**

All false starts shall be indicated by waving a red flag. The riders will have to go back to the waiting zone and the re-start will take place as soon as possible.

9.5 **Repairs and Replacements**

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

10. **STOPPING OF A RACE**

The Clerk of the Course has the right, on his own initiative, for urgent safety reasons, or other cases of *force majeure*, to stop a race prematurely or cancel a part or the whole of a meeting.

- 10.1 If a race is stopped any time during the first "X" minutes (half of the racing time) there will be a complete restart. Riders will return to the paddock and the restart will take place 20 minutes after the stoppage of the race. Changing of motorcycles will be allowed. The final choice must be made 10 minutes before the restart.
- 10.2 The Clerk of the Course may exclude one or more riders, deemed to be at fault for the race being stopped, from taking part in the restart.
- 10.3 If a race is stopped after "X" minutes (half of the racing time) have elapsed, the race will be considered complete. The finishing order will be based on the placing of the riders on the lap before the red flag was displayed. Any rider (s) deemed by the Clerk of the Course to have been responsible for the red flag, will be placed behind riders having completed an equal or greater number of laps.
- 10.4 Except in the case of a false start, a race may be restarted only once. If it is necessary to stop a race for a second time and if "X" minutes (half of the racing time) have not elapsed, it will be considered null and void.

11. **OUTSIDE ASSISTANCE/COURSE CUTTING**

- 11.1 Outside assistance on the course is forbidden during the qualifying practice (s) and the race (s) it is carried out by a marshal or officials appointed by the organizer carrying out his duty in the interests of safety. The penalty for violation of this regulation is exclusion of the competitor.
- 11.2 During practices and races, consultation between team members and riders is restricted to the signal zone/mechanics area. Riders, who stop along the course to consult with others, may hinder the progress of other riders, and such action will be considered as outside assistance.
- 11.3 At the side of the track an area must be reserved for repairs during the practices and the races. In this specified area, the only persons allowed are the mechanics who may make repairs or adjustments to the machines, the signallers and the representatives of the industry.
- 11.4 Any part of the motorcycle, except the frame which must be sealed, can be modified, adjusted or replaced. For silencers, refer to Art. 79.03 of the FIM Motocross Technical Rules.

- 11.5 Any refuelling must be done on environmental mat with engines dead.
- 11.6 Riders entering the repair zone must stop before returning to the track. Violation will entail exclusion from the race in question.
- 11.7 A rider who enters the paddock with his machine during the race will not be allowed to resume that race.
- 11.8 Radio communication with the riders will not be allowed.
- 11.9 At the starting gate, the use of any starting aid device by the rider is allowed.
- 11.10 Course cutting is forbidden. The penalty for attempting to gain an advantage by course cutting will be exclusion from the respective qualifying practice session or race. If necessary, further penalties will be determined by the clerk of the course.
- 11.11 A rider leaving the course may only continue the race by safely re-entering the course, without gaining an advantage, from the closest point to where that rider left the course.
A rider deemed to have gained advantage will be given a time penalty or exclusion.

12. **OFFICIAL SIGNALS**

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

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

under the control of the Clerk of the course.
No outside assistance is allowed during
that period.

The minimum age for flag marshals is 16 years.

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

13. **CROSSING OF CONTROL LINES**

The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crossed the line

14. **TECHNICAL CONTROL AND VERIFICATION**

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

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

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

14.1 **Refusal**

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

14.2 **Noise Control**

Noise control will be applicable to FIM Africa events. All machines will have a complete exhaust system throughout the event. Should part of the exhaust system detach (part) from the engine or come a drift, causing excessive noise, the competitor should proceed to the mechanic area and repair it before continuing in the event. Should the rider not comply within 2 laps of the fault developing, he will be excluded from the heat in question.

The approved method of testing will be the FIM 2 Metre Max test method. For 2014 the maximum reading at full RPM may not exceed 115db.

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

14.2.2 A rider may submit one replacement silencer which must also be subjected to the noise control test, and be marked as approved, before it can be used.

14.3 **Cost for machine control following a protest:**

The cost of dismantling a machine will be Kshs. 10,000/-. This fee must be paid by the losing party to the rider who had to open the engine.

14.4 **Fuel Control**

14.4.1 A fuel control may be carried out at any time during an event, according to Art. 63.05 of the FIM AFRICA Motocross Technical Rules. A rider whose fuel fails to meet the technical requirements will be excluded from the whole event and forfeit all Championship points and prize money earned from any heats during the event. This rider will also be liable to reimburse the full costs of the test and further penalties may be imposed.

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

14.4.3 In addition to the fuel requirements as depicted in Art. 63.01 of the FIM Technical Rules, riders will be allowed to use leaded fuel. Fuel mixtures must not include any Octane Boosting Additives of any description. Leaded or unleaded fuel to a maximum octane of 105 will be allowed.

14.4.4 After the last control:

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

14.4.5 The use of methanol is not permitted.

15. **ANTI-DOPING AND ALCOHOL TESTS**

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

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

16. **RESULTS**

16.1 The winner of a race is the rider who crosses the finishing line first. The riders still racing will then be stopped when crossing the finishing line. A rider will not be classified if he:-

- (a) Has not crossed the finishing line within 5 minutes of the arrival of the winner.
- (b) Has not covered 75% of the total number of laps completed by the winner.

16.2 Under extreme conditions the above Clause 16.1 may be emended at the discretion of the Clerk of the Course in consultation with the Stewards. This must not disadvantage any Competitor.

16.3 If 75% of the total number of laps does not amount to a whole number then the results will be rounded down to the next whole number.

16.4 The winner of an event in each class is the rider who has obtained the most points irrespective of the number of races finished.

16.5 In case of a tie, the number of better placing will be taken into account. If a tie still exists the points scored in the last heat will determine the order of placing in the final standings.

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

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

17. **POINTS FOR THE CHAMPIONSHIP**

Points will be awarded to riders in each race according to the following scale:

20 points 1 st	10 points 6 th	5 points 11 th
17 points 2 nd	9 points 7 th	4 points 12 th
15 points 3 rd	8 points 8 th	3 points 13 th
13 points 4 th	7 points 9 th	2 points 14 th
11 points 5 th	6 points 10 th	1 points 15 th and all other finishers.

18. **PROTESTS**

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM, the NCR's and the Supplementary Regulations and be accompanied by a fee of Kshs. 6000/-, returnable if the protest is justified.

If the protest entails dismantling a machine, the protest fee must be accompanied by a further additional Kshs. 10,000/-.

Protests entailing a fuel control must be accompanied by a further additional Kshs. 6000/-.

19. **PODIUM CEREMONY/PRIZES**

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

20. **PRESS CONFERENCE**

The winner of each race, the overall winner and other riders invited at the discretion of the organizers may participate in a short press conference taking place immediately after the prize - giving/podium ceremony. The riders concerned must attend the press conference until the end.

21. **SUGGESTED TIMETABLE - CIRCUIT AND PRACTICE**

Day before Race:

Circuit Control

Race Day

Technical Control and Verification

Signing on

Riders Briefing and Stewards Meeting

Practice Sessions

MX 50 cc

MX 65 cc

MX 85 cc

MX 125 cc

MX 2

MX 1

RACE PROGRAMME

1st Heat MX 50 cc
1st Heat MX 65 cc
1st Heat MX 85 cc
1st Heat MX 125 cc
1st Heat MX 2
1st Heat MX 1

2nd Heat MX 50 cc
2nd Heat MX 65 cc
2nd Heat MX 85 cc
2nd Heat MX 125 cc
2nd Heat MX 2
2nd Heat MX 1

3rd Heat MX 50 cc
3rd Heat MX 65 cc
3rd Heat MX 85 cc
3rd Heat MX 125 cc
3rd Heat MX 2
3rd Heat MX 1

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

Posting of all results 30 minutes after the last heat.

Prize giving and announcements approximately

Appendix A

Technical Regulations:

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

1. JUNIOR MOTORCROSS

- 1.1 **Class** **Engine capacity** **Wheel size**
- MX 50 cc:** **0cc to 52cc** **max 12"front/rear**
- MX 65 cc:** **58cc to 65cc** **max 14"front/12"rear**
- MX 85 cc:** **60cc to 85cc (2 stroke)** **max 17"front/14"rear(small)**
max 19"front/16"rear(big)
- 1.2 **Handlebars**
Art. 01.33 (33.01) of the FIM Motocross Technical Rules (width of handlebars) will not be applicable to motorcycles competing in the Junior Motocross Classes.
- 1.3 **Numbers**
Refer to Art. 01.55 of the Motocross Technical Rules. The only exception will be Art. 55.07 minimum dimensions of letters of MX 50cc class, which will be:-
- Height of figure 100mm
 - Width of figure 50mm
 - Width of stroke 15mm
 - Space between 2 figures 15mm
- 1.4 **Number plate colours**
All Junior Classes: all numbers, sides and front: **black numbers on a white background.**
- 1.5 **Fuel, Fuel/Oil Mixtures**
In addition to the fuel requirements as depicted in Art. 63.01 of the FIM Technical Rules, riders will be allowed to use leaded fuel. Fuel mixtures must not include any Octane Boosting Additives of any description. Leaded or Unleaded fuel to a maximum octane of 102.6 will be allowed. The use of methanol is not permitted.
- 1.6 **Fuel Tests**
KMSF may direct the administration of fuel tests. Such direction must be by written document. (Fuel Test Order) and must be delivered to the Clerk of the Course before the meeting.

2. SENIOR MOTOCROSS

2.1 Classes:

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

2.2 **Number plate colours**

Comment [SS1]: Please confirm tyre sizes

MX 125cc	Black numbers on a white background
MX 2	White numbers on a matt black background
MX 1	Black numbers on white background
VMX	Black numbers on yellow Background
WMX	Black numbers on a pink background

Appropriate background colours to be on all 3 number plates

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

Comment [SS2]: Julie : please confirm whether it was officially changed to pink from blue

2.3 **Fuel, Fuel/Oil Mixtures**

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

2 **2.4 Fuel Tests**

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

2.5 **Rider Responsibility for protective gear**

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

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