



NAMIBIAN MOTOCROSS
2009
Standing Supplementary rules



STANDING SUPPLEMENTARY REGULATIONS

MOTO-CROSS 2009

1. RULES NOT APEARING IN THE SSR'S

- 1.1 Any rule not appearing in the SSR's or in the SR's for the specific event will be handled according to the AMU or the FIM Rules as available from the NMSF.
- 1.2 In case of a dispute, the NMSF Commission or, if necessary, the Executive Committee of the NMSF is the supreme authority which decides on the interpretation of the rules of the SSR's and its Appendices.

2. CLASSES

a) 50cc Junior

Maximum age - 7 years

Only 50cc "junior" motorcycles with automatic clutches (not the adjustable type)

Excluding "Pro" models of the different manufacturers.

In questionable cases the organizers will decide if the motorcycle in question will be allowed to compete in the 50cc Jnr Class by looking at the performance of that motorcycle (guideline - not more than 5.5 Horsepower listed by the manufacturers (2 phase clutch etc.)

Motorcycles not exceeding wheel size 10 – Inch

Non-National Status

The following bikes are allowed:

HONDA QR 50 / KTM SX JUNIOR / KTM JUNIOR ADVENTURE (USA) / KTM MINI ADVENTURE / YAMAHA PW 50 / HUSQUARNA HUSKYBOY JUNIOR / HUSQUARNA HUSKYBOY JUNIOR / SUZUKI JR 50 / HONDA ZR 50 any Four-stroke 50cc

The following bikes are not allowed:

KTM SX SENIOR / KTM SX SENIOR PRO LC / HUSQUARNA HUSKYBOY SENIOR

b) MX 50cc

Maximum age - 9 years

Any 50cc motorcycle

Rear wheel size of motorcycle may not exceed 12 Inch for the front wheel and 10 inches for the rear wheel

Only 80cc motorcycles that are not the "Motocross" type and have an automatic clutch

No 60cc or 65cc Motocross bikes will be allowed. .

In questionable cases the organizers will decide if the motorcycle in question will be allowed to compete in the 50cc Snr Class by looking at the performance of that motorcycle (guideline - gears, clutch and horsepower)

National Status

The following bikes are allowed by Jury discretion

YAMAHA PW 80, any Four-stroke under 110cc, any 50cc

The following bikes are not allowed:

SUZUKI DS 80 / KAWASAKI KX 60 / KAWASAKI KX 65 / KAWASAKI KX 80/85

KTM SX 60 / KTM SX 65 / YAMAHA YZ 80/85 / SUZUKI RM 80/85 / HONDA CR 80/85

c) MX 65cc

Minimum age - 6 years / maximum age - 12 years

Front wheel may not exceed 14 inch in diameter and rear wheel may not exceed 12 inch

Two-stroke motorcycles not exceeding 65cc.

National Status

d) MX Lights

Minimum age - 10 years / maximum age - 15 years

Two-stroke motorcycles not exceeding 85cc.

Four-stroke motorcycles with a minimum capacity of 100cc and a maximum capacity of 150cc.

National Status

e) Clubmen's Class

No age restriction.

The entry into this class is judged by the jury.

Motorcycles of unrestricted capacity

Non-National status

f) MX 2

14 years and over

Motorcycles of a minimum capacity 100cc 2-stroke/175cc 4-stroke and maximum capacity of 125cc 2-stroke/250 4-stroke

National status

g) MX 1

16 years and over

Motorcycles of a minimum capacity 144cc 2-stroke/290cc 4-stroke and maximum capacity of 250cc 2-stroke/450cc 4-stroke.

National Status

h) Masters Class

Minimum age - 35 years

Motorcycles exceeding 124cc

Non-National Status

i) Quad Class A

Minimum age - 15 years

Engine capacity for this class is open

National Status

j) Quad Class B

Minimum age of 14 years / maximum age 16 years

Maximum engine capacity of 450cc four-stroke

National Status

k) Ladies Quad Class

Minimum age of 15 years

Engine capacity for this class is open

National status

I) Ladies Masters Quads

Minimum age of 32 years

Engine capacity for this class is open

Non-National status

m) Quad Class C

Minimum age of 11 years / maximum age 15 years

Maximum engine capacity of 350cc four-stroke and maximum of 200cc two stroke

Non-National status

n) Quad Clubmans

Minimum age of 16 years

Engine capacity for this class is open

Non-national status

o) Mini Quad

Minimum age of 6 years / maximum age of 10 years

Maximum engine capacity of 110cc two-stroke / 165cc four-stroke

Non-national status

p) Baby Quads

Minimum age of 4 years / maximum age of 6 years

Maximum engine capacity of 50cc two-stroke / 100cc four-stroke

Non-national status

3. NUMBERS

3.1 All machines must be fitted with three sets of numbers. One in front, and the other two on the sides of the motorcycle.

3.2 Bikes:

- a) 50cc Junior - All machines must be fitted with three sets of white numbers on matt black background.
- b) 50cc Senior - All machines must be fitted with three sets of black numbers on white background.
- c) 65cc - All machines must be fitted with three set of black numbers on white background.
- d) The 85cc and Clubmen's Class bikes will be fitted with three sets of Black numbers on white background.
- e) The 125cc Class bikes will be fitted with three sets of white numbers on matt black background.
- f) The Open Senior Class bikes will be fitted with three sets of White numbers on Green background.
- g) The Masters class bikes will be fitted with three sets of Black numbers on Yellow background.

3.3 Quads:

- a) Quads must be fitted with two sets of numbers. **One in front mounted on the crash bar**, and a white flexible plastic number plate (fin type) at the back of the quad. Numbers must be 200mm in height.

- b) Class A – Two sets of Black numbers on white background
- c) Class B – Two sets of Black numbers on yellow background
- d) Ladies – Black numbers on pink backgrounds
- e) Ladies Masters – Pink numbers on black background
- f) Clubman – Two sets of Green numbers on White background
- g) Master – Two sets of White numbers on Red background
- h) Quad C, Mini Quads and Baby Quads – Two sets of Blue numbers on white background

3.4 NUMBER ALLOCATION

- a) 50cc Junior - with an J added to the number .eg 1J, 2J , 3J
- b) 50cc Senior, 65cc, 85cc – Numbers 1 to 10 are reserved for the previous years riders as they finished the previous year’s national points standings. Thereafter, numbers are allocated on a ‘first come – first serve’ basis.
- c) Clubman bikes – Numbers 1 to 10 are reserved for the previous year’s riders as they finished the previous year’s club point’s standings. Thereafter, numbers are allocated on a ‘first come – first serve’ basis.
- d) 125cc, Open Senior, Masters – Numbers 1 to 10 are reserved for the previous year’s riders as they finished the previous year’s points standings in the ‘King of the Dirt’ championship. Thereafter, numbers are allocated on a ‘First come – first serve’ basis.
- e) Quad Class A and B - Numbers 1 to 10 are reserved for the previous year’s riders as they finished the previous year’s points standings in the ‘King of the Quads championship. Thereafter, numbers are allocated on a ‘first come – first serve’ basis.
- f) Clubman quads – Numbers 1 to 10 are reserved for the previous year’s riders as they finished the previous year’s club point’s standings. Thereafter, numbers are allocated on a ‘first come – first serve’ basis.
- g) Ladies quads - Numbers 1 to 10 are reserved for the previous year’s riders as they finished the previous year’s points standings. Thereafter, numbers are allocated on a ‘first come – first serve’ basis.
- h) Quad Class C numbers 1 to 10 are reserved for the previous years riders as they finished the previous years points standings. Thereafter ,numbers are allocated on a first come-first serve basis.

4. PROTECTIVE CLOTHING

- 4.1 Helmets of the full-face type in sound condition and fitting the wearer correctly are to be properly fastened and worn by all riders during racing and practicing.
- 4.2 Goggles and / or spectacles worn must be made of splinter proof material.
- 4.3 Long sleeve jersey / racing shirt of adequate strength to provide protection in the event of a fall.
- 4.4
 - a) Full length pants of adequate strength to protect in the event of a fall. These must be Motocross pants manufactured for this purpose.
 - b) 50cc Class riders may ride in strong and adequate long pants. These do not have to be of the motocross type pant.
- 4.5 Protective gloves are compulsory.

- 4.6 a) Leather boots specifically made for motocross must be worn.
b) Strong half boots or full boots (not necessarily Motocross boots) to be worn by all 50cc riders.

4.7 The wearing of a chest protector is compulsory for all classes.

5. SCRUTINY

5.1 The following must be produced for approval at scrutiny:

- a) Signed Scrutiny sheet
- b) Approved Crash Helmet
- c) Chest Protector
- d) Signed Medical form

No rider will be permitted to practice at the race meeting unless he has been successfully scrutinized.

6. GENERAL REQUIREMENTS FOR ALL MOTOCROSS MACHINES

6.1 All motorcycles must comply with the following:

- a) Ball ended clutch and/ or brake lever(s)
- b) Operating brakes on each wheel
- c) Chain and suspension in good working order
- d) Self-closing throttle
- e) Adequate mudguards
- f) Kill-switch in working order
- g) Strong folding footrest must be rounded on ends
- h) There may not be fuel-leaks.
- i) Tyres may not be fitted with spikes or chains. Paddle (continuous radial rib or scoop) tyres and / or tyres with lugs having a height greater than 19.5mm are prohibited.
- j) There may not be leaks on the front forks.
- k) Protective padding on handlebar.

6.2 All quads must comply with the following:

- a) Closed loop nerve bars
- b) Dead Man's kill switch
- c) Self closing throttle – twist grip or thumb throttle
- d) Lights front and rear must be removed or covered with strong adhesive tape (Duct tape)
- e) Mud guards should not be cut or removed (if they are cut, protruding metal objects but be covered with rubber hoses)
- f) The width of the front suspension may not exceed 1270mm

7. EQUIPMENT TO BE REMOVED BEFORE SCRUTINY

- a) License

- b) Luggage carriers
- c) Crash bars
- d) Headlights, Stoplights & Indicators
- e) Rear-view mirror and reflectors
- f) Centre and Side stand

8. PRACTISE

- a) Practice will be by the Organizer's discretion.
- b) Practising of sections of the track is prohibited and subject to a penalty if not adhered to.
- c) Riders are not allowed to stop next to the track to inspect the track or to receive advise.
- d) No outside assistance may be given during practise unless the rider and bike is in the mechanics zone.
- e) No starts other than organised by officials may be done.

9. STARTING POSITIONS

- a) Finishing order in the proceeding race or heat, as well as for combined classes.
- b) or, selection made with the object of placing the fastest rider in front
- c) or, championship points.

10. THE START

- 10.1
- a) 5 Minutes before the starting time: All machines must be in the waiting zone. The penalty for violation of this regulation is exclusion from the race in question.
 - b) 3 Minutes before the start: After a whistle signals everybody, except the rider and one mechanic per rider, leaves the waiting zone.
 - c) Upon the decision of the Clerk of the Course, and after a whistle signal, the riders leave the waiting zone and proceed to the starting gate. The mechanic must remain in the waiting zone until the start has been given. The riders will proceed to the starting gate, one by one, according to the predetermined starting order.
 - d) 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.
 - e) 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.
 - f) The official and published time of the start will be strictly adhered to.
 - g) A mass start will be made with engines running. The starter will hold up a green flag, from which moment the riders are under his control, until all riders are on the starting line. When all the riders are on the starting line, the starter will hold up a "15 second" sign for 15 full seconds. At the end of 15 seconds, he will hold up a "5 second" sign and the gate will drop between 5 and 10 seconds after the "5 second" sign is shown.
 - h) 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.

- i) 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.

10.2 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.

11. **THE RACE**

11.1 WITHDRAWAL FROM RACE

Competitors who are unable to participate in a race must inform the official well in advance.

11.2 INCIDENTS, ACCIDENTS AND RETIREMENT

- a) Every competitor retiring from a race shall report this to the official as soon as possible and may not rejoin that race.
- b) In case of concussion of a rider caused during the race, the rider may only rejoin the next heats, if permitted in writing by medical practitioner.
- c) In case of a severe accident where the rider is lying on the circuit he is only allowed to be moved by appointed medical staff.

11.3 GENERAL

The Clerk of the Course may give a "Stop & Go" penalty to any rider.

- a) For the "Stop & Go" penalty the rider will be shown the Black Flag together with a board containing his number. The rider has to come into the "Penalty Zone" within the next lap, waits to be released by the official, and then may carry on with the race.
- b) A "Stop & Go- penalty" cannot be protested against!
- c) Any rider ignoring the Stop & Go signal board can be disqualified for the heat in question.
- d) Following are some reasons for this penalty:
 - i) No rider is to indulge in unfair or dangerous conduct during practice or a race.
 - ii) A rider about to be overtaken shall not knowingly ride so as to impede their fellow riders.
 - iii) Any rider deliberately cutting across another rider unfairly or deliberately "taking out" another rider will be penalized.
 - iv) The Clerk of the Course may stop any competitor whom he deems to be a danger to fellow competitors.
 - v) Any competitor leaving the course must rejoin at the spot where he left it. If he joins at another spot he may not gain any advantages by this.

11.4 BLACK FLAG

If a rider returns to his pit during a race, he will be deemed to have retired and should he re-join the race, will be 'black flagged'.

11.5 REPAIRS, REPLACEMENTS, REFUELLING AND RESTARTING THE MOTORCYCLE

- a) A rider or his helper may repair or refuel his machine during a race, provided he and his machine are in the repair zone.
- b) Repairs may however only take as long as to ensure that the competitor does not finish the race 5 minutes later than the first rider.

11.6 ASSISTANCE ON THE TRACK

- a) Only one helper per 50cc, 65cc and Quad C is permitted on the circuit and that helper has to wear the appropriate supplied bibs. In all other classes outside assistance is prohibited.
- b) Outside assistance on the course is forbidden during the qualifying practices (s) and the race (s) unless it is carried out by a marshal appointed by the organiser carrying out his duty in the interests of safety. The penalty for violation of this regulation is exclusion.
- c) 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.
- d) In all the other quad classes in case of a brake down, only an official is allowed to assist the rider by pushing the quad through the finish line. Only after the race has been completed within 5 minutes. 75% of race distance must have been completed by the rider.

11.7 LAST LAP SIGNAL

The last lap sign is to be shown to each competitor entering his last lap.

11.8 THE FINISH

- a) The finish signal shall be the display of the chequered Flag.
- b) The competitor in an event, who having covered the required distance, crosses the finishing-line first, shall be the winner of the heat.
- c) Thereafter the remaining competitors will be flagged off the circuit as they cross the finish-line.
- d) A competitor must pass the finishing-flag and finish at least 75% off the leaders distance covered to qualify for points at the specific heat.
- e) A rider will not be declared as a finisher if he has not crossed the finish line within 5 min of the winner.
- f) A competitor may push their bike unassisted OR (for 50cc only) sitting astride their bike, may be pushed to the finish line by one other person. To be placed in the finishing order, the rider has to push or to be pushed on the remaining section of the circuit to the finish, if any of the circuit is excluded (short cut) the rider must wait until the last bike has finished before pushing their bike across the line.

11.9 RACE STOPPED PREMATURELY

- a) 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.
- b) If a race is stopped any time during the first "X" minutes (half of the racing time) there will be a complete restart.

- c) 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.
- d) 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.
- e) 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.
- f) 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.

12. THE COURSE

12.1 GENERAL

- a) All circuits will be inspected and have to be approved by the NMSF
- b) Spectators will be kept away from the circuit by clearly visible markings.
- c) The direction of the course must be clearly indicated to the riders.
- d) A course will not be approved if it crosses water of to great a depth or if, in the opinion of the NMSF, it is excessively rocky or if it includes a straight stretch where dangerous high speeds can be obtained.
- e) There will be no jump on the main straight following the start.
- f) The start-gate will be so positioned that it allows all competitors an equal chance.
- g) The first turn should preferably have 2 or three alternative lines.
- h) Any obstructions that cause a "Dare or Die" situation are illegal.
- i) Unless the surface of the circuit consists of Sea sand or a ground of a similar consistency, there has to be a water facility at the circuit to ensure that dust is not a hazard to riders.
- j) The whole of the starting and finishing areas, the competitor's enclosure and all points of the course where it is necessary to ensure an obstructed passage for the competitor or for the protection of the public, must be adequately enclosed.
- k) Jumps must have a safe landing area free of obstructions and must be wide enough to accommodate three motorcycles riding abreast across the jump.
- l) The landing area is to be 1m wider on each side than the take-off
- m) The limits of the track must be clearly marked.
- n) Spectators are to be kept away from the circuit by means of either ropes, tapes or other material clearly visible for marking purposes, but not posing a danger to either rider or spectator.
- o) Only tyres cut in half are permitted except for marking the inside of a turn. If tyres are used for the marking of a turn, only car tyres may be used and they must be placed in a horizontal position, at a maximum height of 300mm.
- p) A maximum number of 40 riders per race to be allowed.
- q) Circuit must be equipped with a "Repair zone" situated somewhere along the track not causing any danger to any riders or spectators. This zone will be demarcated with barriers of a safe nature will be used to prohibit mechanics from intruding onto the track.
- r) The free vertical space between the track and any obstacle above the ground must be 3m minimum.

- s) The Course must have a Penalty Zone positioned close before the finish line. This zone will be demarcated with barriers of a safe nature.
- t) Waiting zone must be close to the starting gate and have starting position boards.

12.2 JUNIOR MOTOCROSS

- a) A Junior Motocross course shall, unless otherwise authorized by the NMSF, be at least 600m in length and a maximum of 1200m.
- b) For Junior Motocross, as a general rule, should be of such character as to restrict the average speed to 35km/h.
- c) The length of the start-straight may not exceed 100m (measured from the gate until the first bend) and may not be shorter than 50m. The starting area is to be level.
- d) The width of the first turn following the start will not be less than 6m and will not exceed 90 degrees.
- e) The minimum width of the circuit to be **6m** of usable space. A distance of 3m must be kept between two opposing sections of the track, or where it is not possible due to the terrain or nature of the circuit, a physical barrier shall be erected.
- f) A single race, heat final, or one race of a group may not exceed 10km in total.
- g) **No "Washboards" are permitted.**
- h) **No doubles and triples are permitted.**

12.3 SENIOR MOTOCROSS

- a) A Senior Motocross course shall, unless otherwise authorized by the NMSF, be at least 1500m in length and a maximum of 2000m.
- b) As a general rule it should be of such character as to restrict the average speed of the fastest Rider to 50km/h
- c) The length of the start-straight may not exceed 125m (measured from the gate until the first bend)
- d) The width of the first turn following the start will not be less than **12m** and will not exceed 90 degrees.
- e) The minimum width of the circuit to be **8m** of usable space. A distance of 3m must be kept between two opposing sections of the track, or where it is not possible due to the terrain or nature of the circuit, a physical barrier shall be erected.
- f) A single race, heat final, or one race of a group may not exceed 20km in total.
- g) **"Washboards" are permitted.**

13. GENERAL

- a) 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. 65cc Class: The rider is eligible to start riding on his 6th birthday, and can compete in this class until the 31st December of the same year that he turns 12 years of age.
- b) Once a rider competes in a National class, he is not permitted to move to a non-national class.

- c) Should a rider pose a safety risk in a particular class, then at the Jury's discretion, the rider may be moved to a different class, may it be a national or non-national class.
- d) A minimum of 3 riders constitutes a class for all National classes and National events.
- e) For International events, a minimum of 6 riders constitutes a class for Non-national classes. Should there be less than 6 riders, it is the Jury's decision to determine if this class will compete at the event.

14. RACE DISTANCE

14.1 Bikes:

- a) 50cc Jnr together with the 50cc Snr - 10 minutes + 1 Lap
- b) 65cc - 12 minutes + 1 Lap
- c) 85cc - 15 minutes + 1 Lap
- d) Clubmen's - 10 minutes + 1 Lap
- e) 125cc together with the Open Seniors & the Masters as follows:
 - 2 Heats of - 18 minutes + 1 Lap
 - 1 Heat of - 20 minutes + 1 Lap (This will be The King of the Dirt)

14.2 Quads:

- a) **Quad A Class - 15 min + 1 Lap**
- b) **Quad B Class - 15 min + 1 Lap**
- c) **Ladies & Ladies Master Quad Class - 12 min + 1 Lap**
- d) **Quad C Class - 12 min + 1 Lap**
- e) Quad Clubmans together with Quad Masters - 10 min + 1 Lap
- f) Mini Quads - 5 Laps
- f) Baby quads - 5 Laps

14.2 Heats

- a) **2 Heats will be run per class per race-day for 10 National Events**

15. POINTS SCORING

- 15.1 The Clerk of the Course may start the one or two riders in a different class if he feels it is safe to do so.
- 15.2 In each heat, points are given to each rider for the position he finishes in his respective class.
- 15.3 Points for each heat will be allocated as follows:

- 1st Position - **25 Points**
- 2nd Position - **22 Points**
- 3rd Position - **20 Points**
- 4th Position - **19 Points**
- 5th Position - **18 Points**
- 6th Position - **17 Points**
- 7th Position - **16 Points**
- 8th Position - **15 Points**

and further down by 1 Point, until a minimum of 1 Point for every finisher.

- 15.4 Points for the National championships can only be awarded to riders with a Namibian Competition License issued by the NMSF.
- 15.5 For the daily trophies, riders that do not compete for national championships do score for the daily position.
- 15.6 **a) All 20 Heats of the 20 scheduled Heats per class to score towards the Namibia National championship.**
b) In case of cancellation of heats: The best 90 % (per rider) of all heats run will count towards the Championship (rounded up) with a minimum of 18 heats.
- 15.7 For a Class to be concluded and a championship declared at least 50% of the heats run must have been completed by at least three riders for the separate classes.
- 15.8 In case of a tie, the results will be established as follows:-
The number of better placings will be taken into account. If a tie still exists the points scored in the last heat will determine the order of placing in the final standings.

16. ENTRIES

- 16.1 a) An entry form must be filled-in and signed by the rider or the parent/guardian of the rider together with the appropriate Entry-fee.
- b) Organizers of an event may except or refuse an entry without giving reasons therefore.
- 16.2 RESPONSIBILITY
- a) Each rider is responsible for the actions of his family and pit crew.
- b) Any unnecessary disturbances caused by those individuals, may result in the exclusion of the rider concerned for the day.
- c) The consumption of alcohol in the rider's paddock (pit-area) is forbidden.

17. OFFICIAL SIGNALS

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

Signal:

- a) Red Flag – waved
- Stop. Compulsory for everyone
- b) Black flag and a board with rider's number on it
- Rider indicated to stop.
- c) Yellow flag – waved or held stationary

- Danger, ride slowly, no overtaking, no jumping, maintain position. Penalty for not adhering to this rule is immediate disqualification for the heat.

- d) White flag – waved
- Medical personnel on the track - - Danger, ride slowly, no overtaking, no jumping, maintain position. Penalty for not adhering to this rule is immediate disqualification for the heat.
- e) Green flag
- (The green flag can only be used by a supplementary flag marshal during the start procedure)
- f) Black and White (Chequered flag)
- End of the practice (s) / the race

18. PROTEST AND APPEALS

- 18.1 a) All protests must be submitted and signed only by the person(or the parent/guardian) directly concerned. Each protest must refer to a single subject only and must be presented within 30 minutes after the publication of the results of the heat concerned.
 - b) A Protest must be lodged with the Clerk of the Course who will then forward this to the Jury and be accompanied by a fee of N\$ 500.00 which will be returnable if the protest is justified.
 - c) A Protest against the eligibility of a rider or a motorcycle must be made before the start of the official practise.
 - d) No protest can be accepted against a statement of fact pronounced by the clerk of the course, the Jury or the Start or finish Marshal or any other executive official.
- 18.2 Hearing of a protest
After a hearing, the Jury or the Referee must make a decision on any protest presented during a meeting. The protest has to be judged according to the provisions of the SR's, the SSR's, the AMU Rules and Regulations and if necessary according to the FIM Sporting code.
- 18.3 Sentence following a protest
All parties concerned are bound by the decision of the Jury or the Referee of the meeting, subject to a possible appeal against that decision. This decision remains fully valid, subject to a possible appeal, until modification or confirmation of the sentence by the NMSF council.
- 18.4 Appeal
Any person or group of persons - rider, sponsor or official etc. has the right to an appeal except in the case of a "Stop and go" penalty or a black flag.
An appeal against the decision of the Jury or the Referee must be made in writing within 5 Days after the decision taken and be accompanied by N\$ 500.00.

19. TRANSPONDER SYSTEM

- The WMCC has procured a transponder system, enabling lap scorers to electronically record exact lap times as well as results per heat and results of the day;
- As such, all competitors in MX were obliged to purchase an ankle transponder / pick-up device linked to the transponder system;
- The use of transponder systems/s is a generally accepted method (in the world) of recording aforementioned times and results;
- The NMSF recognizes the fact that the concept of wearing a transponder in each heat is ' a new phenomenon" and as such all riders needs to become acquainted with and used to fixing transponders to riding boots before and when starting a heat;
- The NMSF also recognizes and endorse the principle of "manual lap scoring" in the event that the transponder system becomes faulty during or before a an event or heat;
- However, the system in use has proven itself during the past 4 races as being reliable and as such; the majority of riders became used to wearing the pick-up device.

Now therefore:

1. Fixing of transponder pick-up devices shall be compulsory for all events where the transponder system will be used;
2. Manual lap scoring will not replace the onus upon the rider NOT to wear the device;
3. In the event that a riders time is not registered during practice, such rider shall be shown a "stop and go" in order that the COC ensures that the transponder is indeed attached to the rider;
4. If, during a heat the lap time of the rider is not registered due to him / her not wearing the device – such rider shall be excluded from the relevant heat and the manual lap scoring times shall not be taken into account in determining whether a rider has finished or not;
5. Should the rider indeed wear its pick-up device during a heat and such device do not register (for whatever reason) the manual lap scoring system shall be used in determining the results of the rider in question
6. It shall be endeavoured by WMCC Exco to determine a method - as per internationally accepted standards - to fix the device onto the machine. This way, the device is always on the machine unless the rider changes bikes;
7. As per minutes of special meeting held - no rider in Quad A / B / Clubman's or ladies class shall be allowed to "walk" through the finishing line without his/her machine in case of a technical failure.

8. A rider shall be regarded as a finisher having completed the required nr of laps (in the event of the 60% Rule) and / or having passed the chequered flag / transponder line **with its** machine - after completing the designated race time.

20. AIM OF THE CHAMPIONSHIP

- 20.1 To declare a Namibian National Champion in all the National Classes, as well as to declare a champion in the "King of the Dirt" and "King of the Quads"
- 20.2 The events counting towards the championships will be announced at the beginning of the race-season but can be changed by the discretion of the NMSF.