



NAMIBIA

MOTORSPORT

FEDERATION

NMSF STANDING SUPPLEMENTARY REGULATIONS

MOTOCROSS

STANDING SUPPLEMENTARY REGULATIONS APPLICABLE TO MOTOCROSS EVENTS FOR 2024 - 2025

SSR

50 These rules together with the General Competition Rules (SPR's) of the Namibia Motor Sport Federation (hereinafter referred to as NMSF) replace all previous rules and regulations in respect of Motocross in Namibia.

51. RULES NOT APPEARING IN THE SSR'S

51.1 Any rule not appearing in the SSR's or in the SR's for the specific event will be handled according to the FIM AFRICA or the FIM Rules as available from the NMSF.

51.2 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. (Refer SPR 65, 147 and 149)

51.3 The NMSF holds the sporting authority to govern Motorsport as conferred by the FIA, FIM AFRICA and FIM and any other international or national sporting bodies, and is hereby recognized as the supreme body.

52. CLASSES

a) MX 50 – National Status

Minimum age - 4 years / 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)

i) The following bikes are allowed by Jury discretion

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

ii) 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

b) MX 65 – National Status

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.

c) 125 Junior – National Status

Minimum age – 13 years / maximum age 17 years Motorcycles of min 100cc and max 125cc 2-Stroke

d) WMX – National Status

Women ONLY, Minimum age 13 years

Motorcycles with minimum capacity of 85cc 2-Stroke/150cc 4-Stroke and maximum capacity of 150cc 2-Stroke/250cc 4-Stroke are permitted

e) MX 85 – National Status

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.

f) Clubman's Class – Non-National Status / Club Championship

Minimum age - 13 years

The entry into this class is judged by the jury.

Motorcycles of unrestricted capacity

g) Open Class – National Status

Minimum age 17 years and over

Motorcycles of a minimum capacity 125cc 2-stroke/250cc 4-stroke and maximum capacity of 300cc 2-stroke/450 4-stroke are permitted.

- h) **125 Senior – National Status**
Minimum age 18 years and over
Only motorcycles of a capacity of 125cc 2-Stroke are permitted.
- i) **KOTD – National Status**
Minimum age 14 years and over
Only riders competing in the MX 85, 125 Junior, 125 Senior, WMX, Clubman, Open Class and Vets Class may enter.
Motorcycles of a minimum capacity 85cc 2-stroke / 150cc 4-stroke and maximum capacity of 300cc 2-stroke / 450 4-stroke are permitted.
- j) **Quad Men – Non-National Status**
Minimum age - 15 years.
Maximum engine capacity of 450cc four-stroke.
- k) **Quad Ladies – Non-National Status**
Minimum age - 15 years.
Maximum engine capacity of 450cc four-stroke.
- l) **Vets Class – National Status**
Minimum age – 33 years.
Motorcycle engine capacity of 100cc 2-stroke/175cc 4-stroke and maximum capacity of 300cc 2-stroke/450cc 4-stroke

53. NUMBERS

53.1 Bikes:

All bikes wheeled machines must be fitted with **three sets** of numbers. One in front, and the other two on the sides of the motorcycle. Numbers must be a minimum of **120mm** high for motorcycles of 125cc and up, and 100mm high for motorcycles 50cc to 85cc. For the front number plate, the following colours must be strictly adhered to:

Side number plates for all classes will be White Background with Black Numbers. The front number has to conform to the following:

- a) 50cc, 65cc and 85cc – White Background with Black Number
- b) 125 Junior – White Background with Black Number
- c) 125 Senior – Royal Blue Background with White Number
- d) Open Class – Dark Green Background with White Number
- e) Vets Class – Yellow Background with Black Number
- f) Clubman Class – White Background with Black Number
- g) WMX – Pink Background with Black Number

Note: All female riders, irrespective of which class they compete in are allowed to also make use of the Pink Background with Black Number

53.2 Quads:

Quads must be fitted with **two sets** of numbers. One in front mounted on the crash bar and a flexible plastic number plate (fin type) at the back of the quad. Numbers must be minimum 120mm in height.

53.4 NUMBER ALLOCATION

National Classes:

Numbers 1 to 3 are reserved for the previous year's King of the Dirt champion as they finished the previous year's King of The Dirt championship points standings. Thereafter, numbers are allocated on a 'first come – first serve' basis, subject to availability and approval by an authorized body, for a riders race career entirely, not differentiating between senior and junior classes.

IF A RIDER HAS FAILED TO PAY UP THEIR NMSF LICENSE FOR TWO CONSECUTIVE YEARS THEY WILL FORFEIT THEIR RACE NUMBER. If a race number has been forfeited by a rider it will become available for allocation on a first come first serve basis. If day license riders have a number conflicting with a registered rider a reserved number will be allocated to them for the day only.

Non-national Classes:

Numbers are allocated on a 'first come – first serve' basis, subject to availability and approval by an authorized body, for a rider's race career entirely, not differentiating between senior and junior classes. IF A RIDER HAS FAILED TO PAY UP THEIR NMSF LICENSE FOR TWO CONSECUTIVE YEARS THEY WILL FORFEIT THEIR RACE NUMBER. If a race number has been forfeited by a rider it will become available for allocation on a first come first serve basis. If day license riders have a number conflicting with a registered rider a reserved number will be allocated to them for the day only.

A RED Background with White Number on front is reserved only for the National Champion of the previous year's King of The Dirt Championship.

54. PROTECTIVE CLOTHING

- 54.1 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. **Only helmets with laced straps are permitted, no clip in buckles is allowed.**
- 54.2 Goggles and / or spectacles worn must be made of splinter proof material.
- 54.3 Long sleeve jersey / racing shirt of adequate strength to provide protection in the event of a fall.
- 54.4 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.
- 54.5 Protective gloves are compulsory.
- 54.6 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.
- 54.7 The wearing of a chest protector is not compulsory.
- 54.8 Riders are not allowed to ride with a go-pro attached to themselves or their helmet, go-pro's are only permitted on the front fender or front number plate of the bike provided it does not obstruct the view of the front number on the bike.

55. SCRUTINEERING

- 55.1 The following must be produced for approval at scrutineering:
 - a) Signed Scrutiny sheet
 - b) Approved Crash Helmet
 - c) Signed Medical formNo rider will be permitted to practice at the race meeting unless he has been successfully scrutineered.

56. GENERAL REQUIREMENTS FOR ALL MOTOCROSS MACHINES

- 56.1 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.

- 56.2 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

57. EQUIPMENT TO BE REMOVED BEFORE SCRUTINY – Bikes & Quads

- a) Number plate and license disc holder (NATIS / other authority)
- b) Luggage carriers
- c) Crash bars – bikes only
- d) Headlights, Stoplights & Indicators
- e) Rear-view mirror and reflectors
- f) Centre and Side stand
- g) Closed shatter-prone hand protectors / guards.

58. PRACTICE

- a) Practice will be by the Organizer's discretion.
- b) Practicing 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 advice.
- d) No outside assistance may be given during practise unless the rider and bike are in the mechanic's zone.
- e) No starts other than organised by officials may be done.
- f) No jumping is allowed on the first practice lap.

59. STARTING POSITIONS

- a) For the first National of the year, the previous year's point standing will apply. Riders that did not compete in that class the previous year, will follow the riders that competed in that class the previous year.
- b) For the remaining Nationals, the starting position for all three heats on a race day, will be determined by the National points standings.
- c) Classes competing together in the same heat, will alternate the starting positions
- d) No rider is allowed on the starting gate until the starter calls up the riders as per the points standings
- e) For KOTD, the starting position on a race day, will be determined by the National points standings for the Open Class, 125 Juniors / Seniors and VETS as it counts as their third heat.

60. THE START

- 60.1
- 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 signal 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 is part of the track and shall be prepared in a consistent manner providing conditions as equal as possible for all riders. No one except the officials shall be allowed in this area and no rider or their assistant may in any way groom this area. Failure to adhere to this rule will mean exclusion from the heat.
- 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.

60.2 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.

61. THE RACE

61.1 WITHDRAWAL FROM RACE

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

61.2 INCIDENTS, ACCIDENTS AND RETIREMENT

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

61.3 GENERAL

The Clerk of the Course may give a "Stop & Go" penalty of 10 (ten) seconds 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 will be disqualified for the heat in question.
- d) A rider may also be given a time penalty instead of a "stop and go" penalty;
- e) Following are some reasons for a "stop and go" or "time 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 re-join at the spot where he left it. If he joins at another spot, he may not gain any advantages by this.
- f) Should the lap scoring be done by a transponder system, the Clerk of the Course may add a time penalty to the rider's heat time after the completion of the heat. The Clerk of Course will notify the rider of an impending penalty by displaying his/her race number on a black board.

61.4 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'.

61.5 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.

61.6 **ASSISTANCE ON THE TRACK**

- a) Only one NMSF entrant per 50 and 65cc is permitted on the circuit and that entrant has to wear the appropriate bib, assisting with technical skills is prohibited. In all other classes any 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 break down, only an official is allowed to assist the rider by pushing the quad through the finish line.
- e) A rider shall be regarded as a finisher – 5 minutes after the race has been completed.
- f) However, 60% of race distance must have been completed by the rider to be regarded as a finisher.

61.7 **LAST LAP SIGNAL**

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

61.8 **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 60% off the leader's 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.

61.9 **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.

62. THE COURSE

62.1 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 too 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 on the course where it is necessary to ensure an unobstructed 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.
- u) The finish of the course will be so positioned that it allows for 90% of the total distance of the track to be ridden from start to finish in the first lap (finish to be positioned close to the start).

62.2 JUNIOR MOTOCROSS

- a) A Junior Motocross course shall, unless otherwise authorized by the NMSF, be at least 600m in length and a maximum of 800m.
- 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 must exceed 90 degrees.
- e) The minimum width of the circuit to be **5m** 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.

62.3 SENIOR MOTOCROSS

- a) A Senior Motocross course shall, unless otherwise authorized by the NMSF, be at least 1200m in length and a maximum of 1400m.

- 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 must 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 20km in total.
- g) "Washboards" are permitted with the following specification: 500mm high with the top of the washboards 1,5m apart.

63. GENERAL

- a) Definition of Ages:
The minimum age begins at the start of a calendar year within which the rider attains the minimum age, and the maximum age ends 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 in the year when he turns 6, and can compete in this class until the 31st of December of the same year that he turns 12 years of age.
- b) Once a rider competes in a National class, he/she is not permitted to move to a non-national class – unless so instructed by the Jury;
- 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 and International classes and National / International 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.
- f) At the Jury's discretion, classes can be combined on a race day; however, riders will score separately for the class he/she entered.
- g) At the Jury's discretion, riders are allowed to ride in a second class. However, riders will only score for the main class they have entered; unless all requirements as per SSR 52 are met for the second class entered.

64. RACE DISTANCE

64.1 Bikes:

- a) MX 50 – **10 laps**
- b) MX 65 – **6 laps**
- d) MX Clubmen's – **5 laps**
- e) MX 85 – **7 laps**
- f) **125 Junior/Senior – 8 laps**
- g) **Open Class – 8 laps**
- h) **Vets – 8 laps**
- i) **WMX – 5 laps**
- j) **KOTD – 13 laps**

64.2 Quads:

- a) Quad Senior - **5 laps**

64.3 Heats

- a) 3 Heats will be run per National Class per National Event.
- b) Open Class, 125 Juniors/Seniors and Vets Class will compete in 2 Heat and the King of the Dirt.
- c) King of the Dirt will count as the third heat for the Open Class, 125 Juniors/Seniors and Vets Class as well as the King of the Dirt National Championship
- d)

65. POINTS SCORING

65.1 In each heat, points are given to each rider for the position he finishes in his respective class.

65.2 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.

65.3 Points for the National and club championships can only be awarded to riders with a Namibian Competition License issued by the NMSF.

65.4 For the daily trophies, riders that do not compete for national championships do score for the daily position.

- a) 21 Heats of the 24 scheduled Heats per class to score towards the Namibia National and club championship.
- b) In case of cancellation of heats: The best 90 % (per rider) of all heats run will count towards the Championship (rounded up)

65.5 a) If a class has less than 3 (three) riders on a race day, a maximum of 22 points will be awarded to the rider in first position and 20 points to the rider in second position.

b) If a class has only 1 (one) rider on a race day, the rider will be awarded 20 points.

65.6 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.

65.7 In case of a tie, the results will be established as follows: - 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.

66.1 ENTRIES

- 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, after communicating such reasons to the NMSF commission. (See SPR 95 and SPR100)

66.2 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.

67. 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

68. PROTEST AND APPEALS

All protests must be submitted and signed only by the person directly concerned or his guardian / parent. Each protest must refer to a single subject only and must be presented within 30 minutes at the latest of the publication of the results.

During a meeting, protests must be submitted according to the provisions of the Supplementary Regulations and submitted to the Clerk of the Course See Part viii of the SPR's & SPR 197 and 198 Protest Fee **See appendix "R"**

68.1

- a) A Protest against the eligibility of a rider or a motorcycle must be made before the start of the official practise. (See SPR 172 2 b)
- b) No protest can be accepted against a statement of fact pronounced by any judge of fact. (SPR 197)

68.2

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 SPR's the FIM AFRICA Rules and Regulations and if necessary, according to the FIM Sporting code. (See SPR 202)

68.3

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 Executive Committee. (See SPR204)

68.4

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 the correct protest fees as per appendix "R". (See part X of the SPR's)

69. TRANSPONDER SYSTEM

- All competitors in MX are obliged to purchase 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 also recognizes and endorse the principle of "manual lap scoring" in the event that the transponder system becomes faulty during or before an event or heat;

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 having 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 have a 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. As per minutes of special meeting held - no rider in Quad Senior or Junior class shall be allowed to "walk" through the finishing line without his/her machine in case of a technical failure.
7. 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.

70. AIM OF THE CHAMPIONSHIP

70.1 To declare a Namibian National Champion in all the National Classes

70.2 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.

SSR's 71 – 99 RESERVED.