MOTORCYCLING AUSTRALIA

Motorcycling Australia

2018 Manual of Motorcycle Sport

Published annually since 1928
by Motorcycling Australia
ABN 83 057 830 083

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This publication is available electronically from:
www.ma.org.au

ISSN 1833-2609

Motorcycling Australia is the Australian affiliate of the Fèdèration Internationale de Motocyclisme.

www.fim.ch

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INTRODUCTION TO THE 2018 EDITION

Welcome to Motorcycling Australia's 2018 Manual of Motorcycle Sport (MoMS), a publication designed to assist you in your riding or officiating throughout the upcoming calendar year.

The Manual of Motorcycle Sport

The MoMS is the motorcycle racing 'Bible' and the development and provision of the rules and information within this resource is one of the key functions of Motorcycling Australia (MA). While the information is correct at the time of printing, things can and do change throughout the year. For this reason we urge you to keep an eye on the MA website, where bulletins and updated versions are posted as necessary (www.ma.org.au).

The PDF version of the manual is optimised for use on all your devices for access to the MoMS anywhere, anytime. You have the option to utilise the manual offline, with content available chapter by chapter to download, save and print as required.

As you review this years' publication of MA's General Competition Rules, you will notice a number of changes. As with last year, there has been additional streamlining between chapters. The structural changes may mean that a particular rule is not where it used to be, but rest assured it will be there and the updated chapter content lists are now even better at directing you to where specific rules are located. The example of Supplementary Regulations have been moved exclusively online to ensure everyone has access to the most up-to-date versions. This can be found at www.ma.org.au or contact the MA office for more information.

As a resource for use at events and in all aspects of associated officiating duties, a limited run of printed hard copy manuals will be distributed to Level 4 Officials. Printed manuals will also be available to purchase, contact MA for more information. Contact details for the office and for individual staff members at Motorcycling Australia can be found in the MA Information section of the Manual.

As in previous editions of the MoMS, new rules or changes for 2018 will appear in **bold** and rules that have been removed from the previous year will appear as ~~strikethrough~~. Rules which have been deleted will appear in just one edition as crossed out before deletion and no longer have any current relevance to the GCRs. You should always read deleted rules in context with new and existing regulations to ensure you understand the meaning behind the change.



Motorcycling Australia is proudly supported by the Australian Sports Commission

Australian Government
Australian Sports Commission

A Year in Review

2017 has been a historic year for Motorcycling Australia (MA) as a whole. It's a new era for the Peak Body (as recognised by the Australian Sports Commission) and we're putting in the necessary changes to push towards a more cohesive and transparent organisation and most importantly a unified sport with national consistency. It's been an incredible year that has reaped plenty of success on and off the track.

Jason Doyle brilliantly clinched the World FIM Speedway Grand Prix Championship at the final round in front of his home crowd at Etihad Stadium; Melbourne. It's been a great story to see Doyle finally achieve that illusive title which he will fight to keep in 2018 and Australian Speedway can only benefit as a result. To capitalise on this, we are launching the brand new Australian Speedway Championships website with Live Streaming, so you can witness the action from anywhere. We would also like to congratulate Warren Monson and Andrew Summerhayes for winning the 2017 FIM Speedway Sidecar 1000cc World Cup and the Australian Team coming second in the Speedway U-21 World Championship.

It's been a phenomenal year for the ASBK Championship. With the small team that we have at MA, the development has been nothing short of exceptional. We've taken ASBK to the next level in 2017 with television coverage, live streaming and phenomenal racing. Josh Waters' title victory was simply astonishing and Team Suzuki ECSTAR put in the work to develop the GSX-R1000R into a race winning package in its debut season. Only 25 points separated the top four heading into the final race, highlighting the closeness of the competition.

The Australian Supersport 300 class growth and competition level has been astonishing and is becoming the launching pad for our young guns international careers. Competitors such as Billy Van Eerde, Tommy Edwards, Reid Battye, Tayla Relph and Broc Pearson have secured rides in Europe and Asia. The world is once again recognising the depth of talent we have on our shores and we wish them luck on their journey. The next generation is truly rising.

These results were indicative of yet another group of incredibly competitive Australian riders going on to achieve success on the FIM International racing scene. For a courageous fifth time in a row our International Six Days Enduro (ISDE) Women once again ruled the world. The Women's Trophy Team retained their Champions status in Brive, France. Unfortunately, this will be the last time Jemma Wilson, Jessica Gardiner and Tayla Jones will compete as a team, with Wilson announcing her retirement from the ISDE, MA is extremely grateful for her efforts and contributions. We would also like to acknowledge an impressive second placing from the Senior World Trophy Team. Our Trial des Nations (TDN) Australian Team managed to take out the International Class, while the Motocross of Nations (MXoN) team finished sixth and Junior Motocross World Championship Team (WJMX) in an impressive fourth.

Over in the Australia Off-Road Championship (AORC), KTM Enduro Team's Daniel Milner was truly unbeatable accomplishing a historic perfect season. CDR Yamaha's Dean Ferris once again managed to dominate the MX Nationals on his way to another title.

MotoGP 2017 has been a true spectacle; our own Jack Miller has grown leaps and bounds this year despite a leg fracture that saw him sidelined for several races. With the shift to Ducati next season, the Australian MotoGP round at Phillip Island is sure to be a good one.

Events like the Broadford Bike Bonanza 2017 where we celebrated everything 'Ducati' with Troy Bayliss on hand, and the Romsey Grass Track era. Jason Crump also impressed the 4000-strong crowd at the Saturday night Speedway spectacular. 2018 will be the celebration of MA's and the thundering Vincent HRD 90th years, so add it to your calendar!

MA's 2017 'Legend of Motorcycling' awards were presented to Jim Scaysbrook, Ray Owen and Gary Flood for their outstanding contributions to motorcycle sport at the Broadford Bike Bonanza Gala Dinner.

Finally, MA and the Board would like to personally thank and acknowledge all the individuals that gave their time so generously, and in the majority of cases voluntarily, to this sport to make it all possible. The dedication and participation of our volunteers that work week in and week out are what makes the sport great. Here at MA we are looking forward to the future, and believe that Motorcycle sport is going to continue to grow and grow. Bring on 2018!

Peter Goddard, Acting President

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A SHORT HISTORY OF MOTORCYCLING AUSTRALIA



In 1928, the Auto Cycle Council of Australia (ACCA) was formed to represent the interests of motorcycle clubs and State associations at a National level. The ACCA would eventually become Motorcycling Australia, the representative body for motorcycle racing in Australia.

But organised motorcycle sport was established many years before the ACCA. Speedway racing was the first form of motorcycle competition to be organised as a professional sport. John Hoskins has been credited with presenting Speedway to the world, when he conducted the first meetings at the West Maitland Showgrounds (NSW) in 1923. His efforts laid the foundation for future Australian successes in World Championships.

ACCA held biennial National conferences until 1972, when they became annual affairs. Delegates from each State Controlling Body (SCB) participated at the conferences. These high-level gatherings had the primary purpose of updating the General Competition Rules (GCRs) and determining future directions of the sport.

In 1975, ACCA moved to International recognition by affiliating with the Fédération Internationale de Motocyclisme (FIM).

By the 1980s, motorcycle sport was no longer an amateur business and it was becoming unfeasible to operate in the traditional way. In 1989, the ACCA established a permanent office in Melbourne, staffed by a full-time administrator and assistant. By 1991, a new full-time National Executive Director was appointed, replacing the administrator. It was clear that the organisation had to change with the times and provide the professionalism demanded by modern sport.

Subsequently, in late 1992, the name Motorcycling Australia replaced ACCA to reflect a more modern and progressive image, and to ensure easy identification with motorcycling sport. A new logo was introduced at the same time, to match the improved image.

A full-time National Development Officer was appointed in early 1993, reflecting the growth of the sport and the organisation's commitment to support and encourage that growth. At the 1993 annual conference, there was an overwhelming vote in favour of change for the long-term benefit of the sport, including plans for restructuring the organisation.

The following year, at the Annual conference, the Council approved a restructuring of the organisation. National Commissions were established and Commissioners appointed for each branch of the sport. Each Commission was responsible for rule changes and the National development of its discipline. Special Sub-committees, responsible for the business aspect of the sport, were also established. In 1998, the Northern Territory was formally admitted as a member.

At the 2000 Annual conference in Hobart, a new constitution was adopted which empowered an independent Board of Directors. Councillors were reduced to one from each State. In the same year a Motorsport Manager was appointed to administer Australian Championships. That role would eventually become that of Sport and Development Manager, merging the duties of National Development Officer and Motorsport Manager into one role. In 2001, Motorcycling Australia appointed a Media Manager and in late 2002, a new role of General Manager was created, replacing that of Operations Manager.

Motorcycling Australia established its own Public Liability insurance arm- Motorcycling Australia Insurance Limited (MAIL) in 2003 to free the sport from the volatility of the public insurance market.

Today, the organisation has in excess of 21,000 competitors, more than 350 affiliated clubs, and over 3000 registered officials.

Motorcycling Australia will continue to serve its members and the motorcycle sport community, to ensure the healthy future of motorcycle sport.

MOTORCYCLING AUSTRALIA STRUCTURE

Motorcycling Australia (MA) is the governing body of motorcycle sport in Australia.

In any sport, it is essential to have rules regulating its conduct. This is particularly important in the case of motorcycling, where safety is vital for participants and spectators.

This book of rules, referred to as the Manual of Motorcycle Sport (MoMS), the GCRs, the Rule Book, and sometimes 'The Bible', forms the basis of a contract between the regulating bodies of the sport and those who participate in it, namely licence holders, promoters and clubs.

Our rules must be fair, they must confer on officials a clearly defined discretion to ensure that they are applied fairly, and must be observed by all. As the technology of our sport is constantly changing and developing so must our rules adapt to change.

MA's core business

MA's core business is to develop and apply the rules and regulations of the sport and represent you, our 25,000 members Australia-wide.

MA operates within the framework of local, State and Commonwealth Government legislation and regulations and is affiliated with the international governing body, Fédération Internationale de Motocyclisme (FIM), based in Geneva, Switzerland.

MA is a Federation with seven voting members, comprising State Controlling Bodies (SCBs) from all States and Territories except the ACT. MA's National Council is made up of one delegate from each SCB, usually the SCB President. The Council elects 4 Directors to the MA Board, which in turn appoints 2 independent Directors.



MA has a full-time National Office in Melbourne, and most of the SCBs around Australia will also have a full-time office in their captical city. All are available to help keen riders enjoy their sport to the full.

Responsibilities

In addition to electing the Board, the MA National Council is responsible for policy development and strategic direction.

The MA Board is responsible for implementing and reviewing the adopted Strategic Plan, governance and appointing suitable people to join Commissions and Committees. The CEO is employed to manage the organisation. Commissions are mainly discipline-specific and exist to develop recommendations for the management of a particular area of the sport. They have been established across the spectrum of motorcycle sport, including Road Racing, Motocross & Supercross, Speedway,Track & Dirt Track, Enduro, Trials, Classic Motocross, Historic Road Racing, Juniors and Women.

Administration of the sport

Motorcycle sport is administered under the doctrine of "Relevant Controlling Bodies". The FIM is responsible for international competitions, MA for Australian Championships and series, and the SCBs control State and club competitions. Although each SCB is autonomous and incorporated in its own State, both MA and SCBs have a mutual reliance for the efficient management of the sport. MA and the SCBs administer all competitions under common rules and the SCBs have delegated authority to licence competitions, venues and control the sport at State/Territory level.

Together with their organisational roles, MA and SCBs are concerned with the well-being of riders, officials, venue and track standards, risk management, all aspects of safety, the administration of safe, free and fair competition in accordance with the principles of natural justice and the development of the sport in Australia.

Clubs

Clubs are the smallest, but one of the most important units of organisation in our sport. They often provide the face-to-face contact that encourages people to join motorcycle sport. They have also traditionally provided a social aspect which makes our sport, in particular one which attracts people and often keeps them involved for entire lifetimes.

Competitors

Competitors are the life-blood of Motorcycling Australia. Without your involvement and enthusiasm, there would be no sport.

Volunteers

Competitors, administrators, spectators, sponsors and government authorities are all important elements of the successful running of a sport. One of the most overlooked groups – volunteers – is of fundamental importance.

Volunteers fulfill the majority of roles and responsibilities in the function of every day motorcycle sport. The many organisations delivering sport and recreation services and the volunteers that create and sustain these organisations make a vital contribution to the needs of the community.

Without volunteer support, our sport would not exist. It is also true that the volunteers receive the least recognition or reward for their time and effort. Competitors enjoy the excitement of competition and the opportunity to win prizes; sponsors receive increased recognition for their brand or product; and a professional administrator or promoter can realise a profit.

Volunteers do it for the love of the sport, so we acknowledge the contribution that you make to motorcycle sport in Australia and greatly appreciate your time and effort given.

MA and the SCBs conduct courses in Officiating and Coaching and have support services to assist volunteer involvement in motorcycle sport.

We would encourage anyone interested in becoming involved in motorcycle sport to contact a club.



MOTORCYCLING AUSTRALIA HALL OF FAME
AUSTRALIA'S WORLD CHAMPIONS

AUSTRALIAN WORLD CHAMPIONS		
1936	Lionel Van Praag	Speedway
1938	Bluey Wilkinson	Speedway
1951 - 1952	Jack Young	Speedway
1957	Keith Campbell	Road Racing (350cc)
1961	Tom Phillis	Road Racing (125cc)
1969	Kel Carruthers	Road Racing (250cc)
1979 & 1981	Barry Smith	Road Racing (Formula TT)
1983	Steve Baker	Speedway (Under 21)
1987	Wayne Gardner	Road Racing (500cc)
1992	Leigh Adams	Speedway (Under 21)
1994 - 1998	Mick Doohan	Road Racing (500cc)
1995	Jason Crump	Speedway (Under 21)
1996	Troy Corser	Road racing (Superbikes)
1997 - 1998	Shane Watts	Enduro (125cc)
1997	Peter Goddard	Road Racing (Endurance)
1998	Ben Grabham	Enduro (250cc)
2000 & 2003	Stefan Merriman	Enduro (250cc)
2000	Warwick Nowland	Road Racing (Endurance)
2000 - 2001	Stefan Merriman	Enduro (400cc)
2001	Troy Bayliss	Road Racing (Superbikes)
2001 & 2008	Andrew Pitt	Road Racing (Supersport)
2001	Heinz Platacis	Road Racing (Endurance)
2002	Warwick Nowland	Road Racing (Endurance)
2002	Stefan Merriman	Enduro (125cc)
2003 & 2008	Chad Reed	Supercross (250cc)
2003	Chris Vermeulen	Road Racing (Supersport)
2004	Karl Muggeridge	Road Racing (Supersport)
2004 - 2005	Stefan Merriman	Enduro (E2)
2004	Jason Crump	Speedway
2005	Troy Corser	Road racing (Superbikes)
2006 & 2009	Jason Crump	Speedway
2006 & 2008	Troy Bayliss	Road Racing (Superbikes)
2007 & 2011	Casey Stoner	Road Racing (Moto GP)
2009	Jay Wilson	Junior Motocross (85cc - 150cc)
2009 - 2010	Darcy Ward	Speedway (Under 21)
2009	Steve Martin	Road Racing (Endurance)
2009 - 2010	Mick Headland and Paul Waters	Track Racing Sidecar 1000cc
2011	Darrin Treloar and Jesse Headland	Track Racing Sidecar 1000cc
2012	Caleb Grothues	Junior MX (65cc)
2012	Chris Holder	World FIM Speedway Grand Prix
2013	Matthew Phillips	Enduro (Junior)
2013	Daniel Milner	Enduro (E2)


Jack Findlay


Chad Reed


Chris Holder


Troy Corser

MOTORCYCLING AUSTRALIA HALL OF FAME
AUSTRALIA'S WORLD CHAMPIONS

AUSTRALIAN WORLD CHAMPIONS		
2014	Toby Price	Enduro (E3)
2014	Jett Lawrence	Junior Motocross (65cc)
2013 - 2014	Jessica Gardiner	Enduro (Womens)
2015	Tayla Jones	ISDE (Enduro EW)
2015	Daniel Sanders	ISDE (Enduro E3)
2015 & 2016	Matthew Gilmore	Speedway (250cc Youth)
2016	Max Fricke	Speedway (Under 21)
2016	Darrin Treloar and Blake Cox	Track Racing Sidecar 1000cc
2016	Matthew Phillips	Enduro GP
2016	Matthew Phillips	Enduro (E3)
2017	Jason Doyle	World FIM Speedway Grand Prix


Lionel Van Praag


Bluey Wilkinson


Jack Young



Keith Campbell


Tom Phillis


Kel Carruthers


Barry Smith


Wayne Gardner


Mick Doohan



Stefan Merriman



Andrew Pitt


Troy Bayliss

MOTORCYCLING AUSTRALIA HALL OF FAME
AUSTRALIA'S WORLD CHAMPIONS

SECOND PLACE WORLD RANKINGS		
1961	Tom Phillis	Road Racing (250cc)
1964	Jack Ahearn	Road Racing (500cc)
1968	Jack Findlay	Road Racing (500cc)
1970	Kel Carruthers	Road Racing (250cc and 350cc)
1978 - 1979	Gregg Hansford	Road Racing (250cc)
1983	Billy Sanders	Speedway
1986 & 1988	Wayne Gardner	Road Racing (500cc)
1989	Jeff Leisk	Motocross (500cc)
1991 - 1992	Mick Doohan	Road Racing (500cc)
1995	Daryl Beattie	Road Racing (500cc)
1995	Troy Corser	Road Racing (Superbikes)
1996	Ryan Sullivan	Speedway (under 21)
2001	Chad Reed	Motocross (250cc)
2001 - 2003 & 2005	Jason Crump	Speedway
2002	Troy Bayliss	Road Racing (Superbikes)
2003	Warwick Nowland	Road Racing (Endurance)
2004	Broc Parkes	Road Racing (Supersport)
2005	Casey Stoner	Road Racing (250cc)
2005	Stefan Merriman	Enduro E2 (250cc 2T v 450cc 4T)
2005	Jake Stapleton	Enduro (Junior)
2005	Kevin Curtain	Road Racing (Supersport)
2005	Chris Vermeulen	Road Racing (Superbike)
2005	Andrew McFarlane	Motocross MX2 (125cc 2T v 250cc 4T)
2006	Kevin Curtain	Road Racing (Supersport)
2006	Warwick Nowland	Road Racing (Endurance)
2007	Leigh Adams	Speedway
2007	Chad Reed	Supercross
2007	Broc Parkes	Road Racing (Supersport)
2007 - 2008	Chris Holder	Speedway (under 21)
2008	Jason Crump	Speedway
2008	Troy Corser	Road Racing (Superbikes)
2008	Steve Martin	Road Racing (Endurance)
2008	Casey Stoner	Road Racing (Moto GP)
2009	Tye Simmonds	Junior Motocross (125cc)
2009	Chad Reed	Supercross
2011	Darcy Ward	Speedway (under 21)
2011	Damien Cudlin	Road Racing (World Endurance)
2011	Glenn O'Brien and Aaron Maynard	Track Racing Sidecar 1000cc
2012	Toby Price	Enduro (E3)
2012	Riley Dukes	Junior MX (65cc)
2013 - 2014	Meghan Rutledge	Motocross (Womens)
2014	Jack Miller	Road Racing (Moto 3)
2014	Caleb Grothues	Junior Motocross (85cc)
2014 - 2015	Jemma Wilson	ISDE (Enduro EW)
2015	Daniel Milner	ISDE (Enduro E2)
2015	Josh Green	ISDE (Enduro E1)
2015	Matthew Phillips	Enduro (E3)
2016 - 2017	Tayla Jones	ISDE (Enduro EW)
2017	Daniel Milner	ISDE (Enduro E2)

MOTORCYCLING AUSTRALIA HALL OF FAME
AUSTRALIA'S WORLD CHAMPIONS

THIRD PLACE WORLD RANKINGS		
1936	Bluey Wilkinson	Speedway
1950	Graham Warren	Speedway
1951	Jack Biggs	Speedway
1954	Ken Kavanagh	Road Racing (500cc)
1958	Aub Lawson	Speedway
1959	Bob Brown	Road Racing (350cc and 500cc)
1966	Jack Findlay	Road Racing (500cc)
1968	Kel Carruthers	Road Racing (350cc)
1968 - 1969	Barry Smith	Road Racing (50cc)
1973	John Dodds	Road Racing (250cc)
1976	Phil Crump	Speedway
1978 - 1979	Gregg Hansford	Road Racing (350cc)
1980	Billy Sanders	Speedway
1990	Mick Doohan	Road Racing (500cc)
1990	Todd Wiltshire	Speedway
1991	Jason Lyons	Speedway (under 21)
1991 - 1992	Rob Phillis	Road Racing (Superbikes)
1993	Daryl Beattie	Road Racing (500cc)
1994	Jason Crump	Speedway (under 21)
1994	Craig Boyce	Speedway
1995	Ryan Sullivan	Speedway (under 21)
1996 & 2000	Shane Watts	Enduro (250cc)
1998	Troy Corser	Road Racing (Superbikes)
1998	Stefan Merriman	Enduro (Over 175cc)
2002	Ryan Sullivan	Speedway
2005	Leigh Adams	Speedway
2006	Stefan Merriman	Enduro E2
2006	Stefan Merriman	ISDE (Enduro E2)
2006 - 2007	Damian Cudlin	Road Racing (Endurance
2007	Jason Crump	Speedway
2007	Steve Martin	Road Racing (Endurance)
2008	Josh Brookes	Road Racing (Supersport)
2009	Dylan Long	Junior Motocross (85cc - 1504T)
2010	Wilson Todd	Junior Motocross (65cc)
2010	Jason Crump	Speedway
2011	Grant Bond and Simon Cox	Track Racing (Sidecar 1000cc)
2012	Casey Stoner	Road Racing (MotoGP)
2013	Matthew Phillips	Enduro (E2)
2013	Jemma Wilson	Enduro (Womens)
2014	Tayla Jones	Enduro (Womens)
2015	Jessica Gardiner	Enduro (Womens)
2015	Hunter Lawrence	Junior Motocross (125cc)
2015	Rob Adelberg	Freestyle Motocross
2015	Jessica Gardiner	ISDE (Enduro EW)
2017	Daniel Sanders	ISDE (Enduro E3)
2017	Max Fricke	U-21 World Speedway Championship


Damian Cudlin


Jessica Gardiner


Tye Simmonds


Casey Stoner

MOTORCYCLING AUSTRALIA HALL OF FAME
AUSTRALIA'S WORLD CHAMPIONS

	AUSTRALIAN TEAMS WORLD RANKINGS	
1974	Pairs Speedway	2nd
1976	Team Speedway (Phil Crump, Billy Sanders, Phil Hearne, John Boulger)	1st
1990	Pairs Speedway	2nd
1994	ISDE Junior Trophy (Stuart Morgan, Shawn Reed, Jamie Cunningham, Shane Watts)	2nd
1995	ISDE Junior Trophy (Ian Cunningham, Shane Watts, Shawn Reed Jamie Cunningham)	1st
1998	ISDE World Trophy (Peter Martin, Phil Sargent, Stefan Merriman, Shane Watts, Damian Smith, Ben Bunda)	3rd
1998	ISDE Junior Trophy (Ian Cunningham, Jeremy Gannon, Ben Grabham, Craig Douglas)	3rd
1999	Team Speedway (Jason Crump, Leigh Adams, Ryan Sullivan Jason Lyons, Todd Wiltshire)	1st
1999	ISDE World Trophy (Peter Martin, Stuart Morgan, Geoff Ballard, Ben Grabham, Damian Smith, Ian Cunningham)	3rd
2001	Team Speedway (Jason Crump, Leigh Adams, Ryan Sullivan, Todd Wiltshire, Craig Boyce, Jason Lyons)	1st
2002	Team Speedway (Ryan Sullivan, Todd Wiltshire, Leigh Adams, Jason Crump, Jason Lyons)	1st
2003	Team Speedway	2nd
2004	ISDE Junior Trophy (Glenn Kearney, Ben Grabham, Anthony Roberts, Jake Stapleton)	3rd
2006	Oceania Motocross (Nathan Brochtrup, Lee Ellis, Josh Strang, Kirk Gibbs, Chris Hollis, Cody Mackie, Ryan Marmont, Joel Passlow, Harley Quinlan, Tye Simmonds, Todd Waters)	1st
2006	ISDE Junior Team (Christopher Hollis, Joshua Strang, Blake Hore, Darren Lloyd)	3rd
2007	Team Speedway (Ryan Sullivan, Rory Schlein, Leigh Adams, Jason Crump, Chris Holder, Dave Watt)	3rd
2007	Oceanic Motocross (Craig Anderson, Troy Carroll, Lee Ellis, Jay Marmont, Jake Moss, Cameron Tatlor, Danny Anderson, Lewis Stewart, Kristy Gillespie, Ashlea Bates, Adelia Barton, Tye Simmons, Ross Beaton, Luke Arbon)	1st
2008	ISDE Junior Team (Jarrod Bewley, Geoff Braico, Blake Hore, Andrew Lloyd)	2nd
2009	Junior Motocross (Tye Simmonds, Jay Wilson)	1st
2009	Team Speedway (Leigh Adams, Jason Crump, Chris Holder, Davey Watt, Troy Batchelor)	2nd
2009	Women's ISDE Team (Alison Parker, Jacqui Jones, Jemma Wilson)	3rd
2010	Oceanic Motocross (Mitchell Evans, Joel Dinsdale, Matt Phillips, Hunter Lawrence, Jack Simpson, Jason Reed, Jordan Hill, Jayden Archer, Errol Willis, Dylan Dukes, Thomas Henry, Dylan Long, Jackson Williams, Blake Colleton, Kale Makeham)	1st
2010	Junior Motocross (Wilson Todd, Mitchell Evans, Joel Dinsdale, Scott Mann, Matt Phillips, Errol Willis)	3rd
2011	ISDE Womens Team (Allison Parker, Jess Gardiner, Jemma Wilson)	3rd
2011	ISDE Men's Team - E2 Class (Toby Price, Matthew Phillips	1st
2011	MXoN (Chad Reed, Brett Metcalf, Matt Moss)	3rd
2011	Speedway World Cup (Jason Crump, Darcy Ward, Chris Holder, Davey Watt, Troy Bachelor)	2nd
2012	ISDE Womens Trophy Team (Jess Gardiner, Tanya Hearn, Tayla Jones)	3rd
2012	ISDE Senior Trophy Team (Toby Price, Matt Phillips, Glenn Kearney, Josh Strang, Daniel Milner, Chris Hollis)	2nd
2012	Speedway World Cup Team (Chris Holder, Davey Watt, Jason Crump, Darcy Ward, Troy Batchelor	2nd
2012	Speedway World Cup U21 (Darcy Ward, Sam Masters, Dakota North, Alex Davies, Nick Morris)	2nd
2013	ISDE Womens Trophy Team (Jess Gardiner, Tayla Jones, Jemma Wilson)	1st
2013	Speedway World Cup (Darcy Ward, Cameron Woodward, Jason Doyle, Troy Batchelor)	3rd
2014	ISDE Womens Trophy Team (Jess Gardiner, Tayla Jones, Jemma Wilson)	1st
2014	ISDE Junior Trophy Team (Daniel Sanders, Tom McCormack, Scott Keegan, Lachlan Stanford)	3rd
2014	Speedway World Cup (Darcy Ward, Chris Holder, Jason Doyle, Troy Batchelor)	3rd
2015	FIM Junior Motocross World Championship (Hunter Lawrence, Cooper Pozniak, Bailey Malkiewicz, Rhys Budd, John Bova, Regan Duffy)	3rd
2015	ISDE Womens Trophy Team (Jess Gardiner, Tayla Jones, Jemma Wilson)	1st
2015	ISDE World Trophy Team (Joshua Green, Daniel Milner, Matthew Phillips, Beau Ralston, Lachlan Stanford, Glen Kearny)	1st
2015	ISDE Junior Trophy (Broc Grabham, Tom Mason, Daniel Sanders, Tye Simmonds)	1st
2015	FIM Team Under 21 Speedway (Nick Morris, Jack Holder, Max Fricke, Brady Kurtz)	3rd
2016	ISDE Womens Trophy Team (Jess Gardiner, Tayla Jones, Jemma Wilson)	1st
2017	ISDE Womens Trophy Team (Jess Gardiner, Tayla Jones, Jemma Wilson)	1st

MOTORCYCLING AUSTRALIA HALL OF FAME
AUSTRALIA'S 2017 CHAMPIONSHIPS

AUSTRALIAN ROAD RACING CHAMPIONS	
Superbike	
Josh Waters	
Moto3	Supersport
Joel Kelso	Ted Collins
Up to 300cc Production	Over 300cc Production
Reid Battye	Billy Van Eerde
F1 Sidecar	F2 Sidecar
Dave Boughen and Lok O'Kane	Mick Alton and Chrissie Clancy

AUSTRALIAN SUPERMOTO CHAMPIONS	
Pro / Open	Womens
Marcus Class	Jessica Boujos

AUSTRALIAN MOTOCROSS CHAMPIONS	
MX1	MX2
Dean Ferris	Egan Mastin
MXD	Womens
Cody Dyce	Maddy Brown

AUSTRALIAN SUPERCROSS CHAMPIONS	
SX1	SX2
Justin Brayton	Jackson Richardson

AUSTRALIAN JUNIOR MOTOCROSS CHAMPIONS	
50cc	65cc
Division 2	7 - Under 9
Seth Shackleton	Seth Shackleton
65cc	65cc
9 - Under 11	11 Years
Jet Alsop	Connor Towill
85cc 2-stroke / 150cc 4-stroke	85cc 2-stroke / 150cc 4-stroke
9 - Under 12	12 - Under 14
(Standard Wheel)	(Standard Wheel/Big Wheel)
Jett Burgess-Stevens	Alex Larwood
85cc 2-stroke / 150cc 4-stroke	85cc 2-stroke / 150cc 4-stroke
14 - Under 16	12 - Under 16 Girls
(Standard Wheel/Big Wheel)	(All Wheel)
Noah Ferguson	Charli Cannon
128cc to 150cc 2-stroke & 200cc to 250cc 4-stroke	128cc to 150cc 2-stroke & 200cc to 250cc 4-stroke
13 - Under 15	15 Years
Dante Hyam	Bailey Malkiewicz
100cc to 125cc 2-stroke	100cc to 125cc 2-stroke
13 - Under 15	Under 15
Regan Duffy	Mason Semmens
100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke	
13 - Under 16 Girls	
Tahlia O'Hare	

AUSTRALIAN ATV MOTOCROSS CHAMPIONS	
Open	200cc 2-stroke / 250cc 4-stroke
Luke Gaisford	Jakob Bosustow
60cc to 90cc 2-stroke / 85cc to 125cc 4-stroke	60cc to 90cc 2-stroke / 85cc to 110cc 4-stroke
Brooke Hall	Brooke Hall

MOTORCYCLING AUSTRALIA HALL OF FAME
AUSTRALIA'S 2017 CHAMPIONSHIPS

AUSTRALIAN CLASSIC MOTOCROSS CHAMPIONS

Pre 60 Solo (All Power)	Pre 65 Solo 250cc
Mike Lawrie	Robin Hall
Pre 65 Solo 263cc and Over	Pre 70 Solo up to 125cc
Greg Cavell	Kris Lindgren
Pre 70 Solo 263cc and Over	Pre 75 Solo up to 125cc
Greg Cavell	Andy Haydon
Pre 75 Solo up to 125cc	Pre 75 Solo 263cc and Over
Robin Groom	Andy Haydon
Pre 78 Solo up to 125cc	Pre 75 Solo 4-Stroke (All Powers)
Nathan Trigg	Kris Lindgren
Pre 78 Super Senior (All Powers)	Pre 78 Solo 250cc
Kevin Russell	Nathan Trigg
PrePre 75 Sidecar up to 1300cc	Pre 75 263cc (50 - 59)
Rocky Warren and Adam Lange	David Footner
Pre 75 250cc (50 - 59)	Pre 75 125cc (50 - 59)
John Kemp	Mark Greig

AUSTRALIAN POST CLASSIC MOTOCROSS CHAMPIONS

Pre 85 250cc	Pre 85 263cc - Over
Josh Tilbrook	Tom Jones
Pre 90 125cc	Pre 90 250cc
Jacob Dank	Tom Jones
Evolution 125cc	Evolution 250cc
Jacob Dank	Josh Tilbrook
Evolution 263cc - Over	Pre 85 Sidecar
Tom Jones	Greg Anthony and Rodney Anthony
Pre 90 Sidecar	Evolution 250cc (50 - 59 years)
Greg Anthony and Rodney Anthony	Allan Bressan

AUSTRALIAN OFF-ROAD CHAMPIONS

E1	E2
Wil Ruprecht	Daniel Milner
E3	EJ
Lyndon Snodgrass	Michael Driscoll
Veterans	Masters
Jason Pearce	Derek Grundy
Womens	J2
Jemma Wilson	Wil Riordan
J3	J4
Jayden Rudd	Josh Brierley

AUSTRALIAN SPEEDWAY CHAMPIONS

Solo Individual	Under 21
Sam Masters	Max Fricke

Sidecars

Trent Headlands and Darryl Whetstone

AUSTRALIAN JUNIOR SPEEDWAY CHAMPIONS

125cc Solo Individual	250cc Solo Individual
Keynan Rew	Jedd List

125cc Solo Teams

Maurice Brown and Jack Miles (New South Wales)

AUSTRALIAN DIRT TRACK CHAMPIONS

Under 19	Pro 250
Bailey Spencer	Jarrod Brook
Pro 450	Pro Open

MOTORCYCLING AUSTRALIA HALL OF FAME
AUSTRALIA'S 2017 CHAMPIONSHIPS

Kayden Downing	Jarrod Brook
MX Open	Pro Open Womens
Jarrod Brook	Briony Hendrickson
Sidecar	Up to 500cc Sliders
Adam Liebke and Graham Liebke	Jake Schneiders

AUSTRALIAN JUNIOR DIRT TRACK CHAMPIONS

65cc	65cc
7 - Under 9	9 - Under 13
Jayden Holder	Tom Drane
85cc 2-stroke / 150cc 4-stroke (Standard Wheel)	85cc 2-stroke / 150cc 4-stroke (Standard Wheel)
9 - Under 11	11 - Under 13
Hayden Nelson	Senna Agius
85cc 2-stroke / 150cc 4-stroke (Big Wheel)	85cc 2-stroke / 150cc 4-stroke (Big Wheel)
11 - Under 13	13 - Under 16
John Lytas	Callan Butcher
85cc 4-stroke Modified	**85cc 4-stroke Modified**
7 - Under 10	10 - Under 14
Cameron Dunker	Jacob Roulstone
100cc to 150cc 2-stroke	200cc to 250cc 4-Stroke
13 - Under 16	13 to Under 16
Kyle Andrews	Kyle Andrews

200cc to 250cc 4-Stroke
Kyle Andrews

AUSTRALIAN JUNIOR TRACK CHAMPIONS

50cc Division 2	65cc
7 - Under 9	7 - Under 9
Tye Battams	Brayden Bradford
65cc	85cc 2-Stroke / 150cc 4-Stroke (Standard Wheel)
9 - Under 13	9- Under 11
Tom Drane	Tom Drane
85cc 2-Stroke / 150cc 4-Stroke (Standard Wheel)	85cc 2-Stroke / 150cc 4-Stroke (Standard Wheel/
11 - Under 13	Big Wheel) Girls 11 - Under 16
Senna Aguis	Alyssa Wallace
85cc 2-Stroke / 150cc 4-Stroke (Big Wheel)	85cc 2-Stroke / 150cc 4-Stroke (Big Wheel)
11 - Under 13	13 - Under 16
Senna Aguis	Harrison Ryan
85cc 4-Stroke (Modified)	**85cc 4-Stroke (Modified)**
7 - Under 10	10 - Under 14
Cameron Dunker	Tom Drane
100cc to 150cc 2-Stroke / 200cc to 250cc 4-Stroke	100cc to 150cc 2-Stroke
13 - Under 16	13 - Under 16
Max Whale	Cyshan Weale

200cc to 250cc 4-Stroke
13 - Under 16
Cyshan Weale

AUSTRALIAN TRIAL CHAMPIONS

Solo	Classic
Kyle Middleton	N/A
Post Classic	Youth
Mitch Green	Haydon Ahrens
Junior Womens	Junior

MOTORCYCLING AUSTRALIA HALL OF FAME
AUSTRALIA'S 2017 CHAMPIONSHIPS

Hannah Rushworth	Haydon Barwick
Junior Open	Masters
Dylan Ball	Luke Anderson
Womens	Sidecars
Kristie McKinnon	Justin Gough
Veterans	Veterans
40 - 49	50 - 59
Simon Van Baalen	Tony Bax
Veterans	Australian X-Trial
60 Plus	
Steve Johnson	Kyle Middleton

AUSTRALIAN HISTORIC ROAD RACE CHAMPIONS

Period 2 Unlimited	Period 3 Junior
Stan Mucha	Neil May
Period 3 Senior	Period 3 Unlimited
Brendan Roberts	David Trotter
Period 3 Sidecar	Period 4 Lightweight
Garth Francis and Paul Kenny	Roly Orr
Peroid 4 Junior	Period 4 Senior
Roly Orr	Bob Marriner
Period 4 Formula 750	Period 4 Unlimited
Aaiden Coote	Corey Ford
Period 4 Sidecar	Period 5 Lightweight
John Clancy and Warren Grubb	Stephen Ward
Period 5 Junior	Period 5 Senior
Glen Kelleher	Ryan McLauchlan
Period 5 Unlimited	Period 5 Sidecar
Paul Byrne	Mark Knight and David Rumble
Period 6 Ultra Lightweight	Period 6 Lightweight
Jason Dunn	Brett Simmonds
Preiod 6 Production	Period 6 Senior
Glen Kelleher	Stephen Craig
Period 6 Formula 750	Period 6 Formula 1300
Stephen Craig	Aaron Morris

For a full list of Australian Championship Results head to our website: www.ma.org.au



THE GENERAL COMPETITION RULES

THE PHILOSOPHY AND STRUCTURE OF THE GENERAL COMPETITION RULES

The guiding philosophy of these rules is that good sense, cooperation, and fair and reasonable interpretation of the rules will guide the process of applying these rules to motorcycle sport. The rules and regulations for motorcycle sport in Australia should reflect the way that the sport is conducted. Motorcycling Australia (MA) and the State Controlling Bodies (SCBs) have been careful to ensure that there is a process in place that allows every participant the opportunity to have their say in the way these rules are written.

We actively seek constructive criticism of these Rules and encourage participants to work through their representatives to ensure their relevance.

No set of Rules can anticipate every issue which may arise in the conduct of a sport, especially one with as wide a variety of disciplines and competing interests as exist in motorcycling. The philosophy of these Rules is that good sense, cooperation and a fair and reasonable interpretation of Rules should be more important than "Rule Book Racing".

In Rule Book Racing, if a situation arises, the answer is to be found by looking up the book, not by the exercise of independent judgment. If there's no answer in the book, a new rule has to be devised to "plug the hole". Rule Book Racing assumes that Controlling Bodies have little or no interest in working effectively with competitors, with each other, or with Promoters to benefit the sport and those who participate in it. It also assumes that officials have no common sense or understanding of the sport. None of these ideas is true or fair.

These rules confer on the Controlling Bodies and their representatives and officials discretion in the application and interpretation of the Rules. It is intended that discretion will be exercised, as stated in the very first rule in this book to ensure that competition is safe, free and fair.

Officials are expected to exercise judgment wisely and fairly, on the understanding that if they do not, their decisions, other than those made in the heat of competition, will be subject to review through protest and appeal. They will be trained and encouraged to take responsibility for their actions, and to work in a way which supports the underlying philosophy of the rules.

RULES AND MAKING RULE CHANGES

Rules change from one year to the next, before they appear in the next edition of the Manual of Motorcycle Sport.
Ever wondered how this happens?

Feedback on current rules is sent through to the relevant Commissions, either through one of the Commissioners themselves, the Commission Chair or relevant MA staff.

Rules are sometimes altered to make the competition easier or fairer, sometimes to reflect new technology or equipment that has become available. Sometimes rules are altered so that their meaning is made clearer.

Your feedback is encouraged and is always welcome with regards to the rules.

We would like to know about any ways you think we can make the sport better for our competitors.

To put forward a suggested rule amendment or rule inclusion, see the Rule Amendment or Inclusion Form in this manual or on the MA website.

If the relevant Commission decides to pursue this rule feedback further, it will open the issue up to the SCBs and to the general public for comment and discussion.

Depending on the input, the Commission will then either scrap the proposal or make an official recommendation with the wording of change put forward through MA staff.

The suggested rule change is then added onto the agenda of the following Board meeting by the relevant MA staff member.

The MA Board will then decide to accept or reject the proposed rule change.

If rejected, this will be reflected in the Board Minutes, and Board Report – the later which will become available for public viewing at the MA Reports section of the MA website - www.ma.org.au

If accepted, the rule will appear in **bold** as an amended rule in the Manual of Motorcycle Sport for the following year.

Rules which have been deleted from the previous Manual will appear as ~~crossed out~~.

IMMEDIATE RULE CHANGES

What happens when rules are required to be changed with immediate effect?

There are times – especially at the start of the year, where a rule will need amending or clarification with immediate impact on the current MoMS. When this occurs the same process as above will take place, however, after the Board's decision, a number of other things will occur.

Initially, MA staff are informed the appropriate rule has been amended and a rule bulletin/media release is created to inform the public of the rule change.

Once created, the bulletin/release gets sent to the relevant Commission Chair/Commissioners so that they can review the wording of the release before it is made public. Changes to the release at this point can still be made, with Commissioners to suggest appropriate amendments.

Once approved through the Commission, the bulletin/release can then be sent to the motorcycling public via email. This release will also be posted immediately onto the MA website.

Further to this, a one-page Rule Change Information Bulletin will be sent out to SCB's, to on-send to affiliated clubs. This will be done via a standard Rule Change template, so that the club can post this information on their own relevant bulletin boards. The Information Bulletins will also be posted onto the MA website. An example of the Rule Change Information Bulletin can be found on the next page.

Clubs will have the right to respond and give feedback regarding the rule change via the usual means of communication – sending written feedback to a Commission via the relevant MA staff member.

All rule changes, clarifications; news and information bulletins will be available under the Rules section of the MA website.



Thinking about Rule changes?

If you believe a rule should be changed or a new rule added, you can have your say by working through your Club to propose amendments and/or additions.

Proposals for changes can be sent to your SCB or direct to MA. The details are at the front of this book.

The most successful applications are when the proposer includes the new wording for an existing rule, where a new rule should sit in the structure of this book, and **must** include a rationale on why the rule should be changed or added.

It's YOUR SPORT
We welcome your input

STRUCTURE OF MANUAL OF MOTORCYCLE SPORT

This book is divided into 20 chapters.

The first 9 chapters apply to all disciplines of the sport and the rest to the specific disciplines. There will be a degree of crossover from the first section to the specific disciplines and some of the Rules contained in those first chapters need to be added to or varied according to the needs of a particular discipline.

We have attempted to make this edition of the book more user friendly, reinstating an index and reframing every chapter into as close to a consistent format as possible. We have also striven to eliminate any ambiguities and contradictions.

Chapter 1: Jurisdiction

This chapter states the purposes and principles underlying the Rules. The Rules are to be applied fairly and according to the principles of natural justice. These Rules are binding not only on competitors but also on all Controlling Bodies.

There is a list of definitions which may be useful while using the rest of the Book.

Chapter 2: Administration

This very important chapter sets out the authority of the Controlling Bodies. It identifies and empowers the people and the instrumentalities through which the Controlling Bodies exercise their authority.

MA is a member of the FIM, a federation of the controlling bodies of motorcycle sport throughout the world, and MA is a federation of which the SCBs are members. The significance of this that the FIM would not exist without the cooperation and involvement of its members, and the same principle applies to MA.

SCBs agree to be bound by the decisions of MA as part of the agreement they entered into with each other when MA was formed. The SCBs are, in effect, the owners of MA, and their control over MA is exercised through the Board.

The Board has the power under the Articles of Association of MA to make competition Rules.

The Agreements for Conduct of the Sport set out in Rule 2.1.2 is important and typifies the philosophy which underpins these Rules. In providing for the making of agreements, the Rules clear the way for resolving differences among Controlling Bodies and with Promoters, by consultation, discussion and agreement rather than by disputation and resort to a strict and legalistic approach.

The rest of the chapter identifies the roles, responsibilities and limits of authority of various key officials.

Chapter 3: Licensing

The primary purpose of having a licensing regime is to ensure the safety of competitors.

This may be applied through separating less experienced competitors from 'old hands' and, in the case of junior competition, to ensure that all riders obtain the benefits of a structured coaching process.

Licence holders may not compete at a level higher than their licence allows.

The chapter also sets out the processes by which competitors can obtain a licence, and the means by which applicants can appeal against the refusal of a licence or the imposition of a condition on their licence.

Chapter 4: Competitions

The intent of this long chapter is to codify present practices throughout the sport.

Much of the chapter is taken up with establishing the mechanisms for running competitions, and imposing the conditions under which those competitions can take place.

The chapter also deals with breaches of these Rules, and the processes to take place in the event that the Rules are breached.

Chapter 5: Alternative Forms of Competition

This chapter is relevant for promoters seeking to conduct activities outside of mainstream motorcycle sport such as Sand Drags, Hill Climbs, and other activities.

Chapter 6: Recreational Motorcycle Activity

This chapter seeks to outline the regulation and control required of recreational motorcycle activity sanctioned by MA.

Chapter 7: Offences, Protests and Appeals

The application of fair and natural justice is an inherent condition of these rules.

Where participants wish to protest against the actions of an official or another participant, these rules of natural justice require a mechanism for the fair hearing of their protests, which is established in this chapter.

The chapter also sets out the jurisdiction and limits of power of the appellate bodies.

Chapter 8: Judicial Committee Guidelines

This chapter sets out the composition of Judicial Committees and also provides a commentary on the process that the Committee undertakes to adjudicate on the matters brought before them.

Chapters 9 to 20: Discipline Specific Chapters

As far as possible, the discipline specific chapters follow a common format as follows:

Australian Championships
Competition Classes
Competition Rules
Technical Regulations

Appendices

Additional information on protective clothing, equipment and helmets, helmet fitting and flags and signals can be found in the appendices.

For clubs and promoters, model supplementary regulations are available on the MA website.



1 JURISDICTION

1.1 DEFINITIONS

1.1.0.1 "ASC" means Australian Sports Commission.

1.1.0.2 "ASC Doping Policy" means the document bearing that name, or any amendment or equivalent thereof.

1.1.0.3 "ASADA" means the Australian Sports Anti-Doping Authority.

1.1.0.4 "Board" means the Board of Directors of MA.

1.1.0.5 "Club" means an incorporated or unincorporated body formed for the primary purpose of promoting the sport and being affiliated to an SCB.

1.1.0.6 "Competition" includes any, event, race or race meeting and all associated practices, tests and qualifying sessions.

1.1.0.7 "Code" means the Sporting Code of FIM.

1.1.0.8 "Constitution" means the Constitution of MA.

1.1.0.9 "Consume" in relation to any prohibited substances includes inject, swallow, transdermal absorption or inhale and "Consumption" has a corresponding meaning.

1.1.0.10 "Council" means the Council of MA.

1.1.0.11 "Disqualify" means to forbid the disqualified person, body or machine from taking part in any competition under these Rules and "Disqualification" has a corresponding meaning.

1.1.0.12 "Event" means any competition involving the use of one or more motorcycles.

1.1.0.13 "Exclude" means to forbid the excluded person, body or machine from taking further part in, or being recognised as having taken part in, the competition from which such person body or machine has been excluded and "exclusion" has a corresponding meaning.

1.1.0.14 "FIM" means Fèdèration Internationale de Motocyclisme.

1.1.0.15 "FMN" means a Federation Member Nation under the FIM Statutes.

1.1.0.16 "International meeting" means any competition inscribed as such in the FIM calendar.

1.1.0.17 "Junior competition" means a competition which only competitors who are under the age of 16 years may compete and "Junior competitor" has a corresponding meaning.

1.1.0.18 "MA" means Motorcycling Australia.

~~1.1.0.19 "MA Series" means a series of competitions conducted in more than one State or Territory.~~

1.1.0.19 "Meeting" means a meeting at which one or more motorcycling events are conducted.

1.1.0.20 "Motorcycle" means and includes:

a) Solo - a one-track vehicle with two wheels with the drive through the rear wheel.

b) Solo two-wheel drive - a one-track vehicle with two wheels with the drive through the front and or rear wheels.

c) Sidecar - a two-track vehicle with three road wheels, with the drive through the rear wheel of the vehicle.

d) Cycle car - a three-track vehicle with three wheels that is driven by either one or two wheels.

e) Trike - a three-track vehicle with three wheels that is driven by its rear wheels.

f) ATV - a two-track vehicle with four wheels driven by the rear or all wheels and on which a rider may be accommodated astride the vehicle having control of the steering by way of handlebars operating the front wheels.

g) UTV/SxS (Utility Terrain Vehicle/ Side by Side) - a two-track vehicle with four wheels driven by the rear or all wheels and in which a driver and passenger may be accommodated within the vehicle having control of the steering by way of a steering wheel operating the front wheels.

1.1.0.21 "OEM" means Original Equipment Manufacturer.

1.1.0.22 "Prohibited substance" means any substance prohibited under these Rules.

1.1.0.23 "Promoter" means the holder of a competition permit.

1.1.0.24 "Race" means any event where speed is the determining factor in the result.

1.1.0.25 "RCB" means the Relevant Controlling Body having control of any competition.

1.1.0.26 "Recreational Activity" means authorised motorcycle activity, which has no competitive element.

1.1.0.27 "Record" means an event where speed, distance and time, or any combination of those factors, determine the result.

1.1.0.28 "Repealed GCRs" means the Competition Rules of MA in force until the date of commencement of these Rules.

1.1.0.29 "SCB" means State Controlling Body being any Member under the Articles.

1.1.0.30 "Senior competition" means a competition which only competitors who have attained the age of 16 years may compete and "Senior competitor" has a corresponding meaning.

1.1.0.31 "Sports Development Account" means the sports development account established under the repealed GCRs and continued by these Rules.

1.1.0.32 "Sports Development Levy" means the levy established by these Rules.

1.1.0.33 "SR" means Supplementary Regulations.

1.1.0.34 "Steward" includes a Referee.

1.1.0.35 "Support person" means in relation to an entrant, rider, licensee or competitor, any person who provides support to that entrant, rider, licensee or competitor including but not only mechanics, team assistants, team members, medical staff and family members and in relation to a minor rider, licensee or competitor also includes any parent or guardian of that minor.

1.1.0.36 "Suspend" means to forbid the suspended person, body or machine from taking part in any competition under these Rules during the period of suspension and "Suspension" has a corresponding meaning.

1.1.0.37 "Traditional Enduro" means Enduro of one or more days of competition over a natural terrain course of up to 7.5 hours duration. The course consists of a number of trail sections between 5km and 35km in length with time checks at the end of each section. Riders enter the trails three per minute and attempt to maintain a pre-determined time allowance on each section. There are penalties for late and early check-in at the Time Checks. There are a number of "Special Tests" throughout the course.

1.1.0.38 "Venue" means a permanent or temporary place or facility, which has been approved by the RCB for the conduct of motorcycle competition or recreational activity.

1.2 PURPOSE OF RULES

1.2.0.1 The purpose of these Rules is to regulate and control motorcycle competition.

a) The Rules are to be interpreted with the intent that competition will be safe, free and fair and conducted applying the principles of natural justice,

b) The Rules are Competition Rules made under ~~clause 71 of~~ the MA Constitution,

c) The Rules, and any determination made under them and in accordance with them, bind all Controlling Bodies and all participants in the sport.

1.2.1 Recognition of Authority of FIM

1.2.1.1 By these Rules, MA acknowledges and recognises:

a) FIM is the World Controlling Body of motorcycle competition,

b) It is desirable that there be consistent standards and Rules of competition at all levels.

1.3 REPEAL OF CURRENT GCRS

1.3.0.1 The General Competition Rules of MA in operation at the date of commencement of these Rules are hereby repealed but such repeal will not affect the operation of the repealed GCRs in relation to any competition conducted thereunder.

1.4 BY - LAWS

1.4.0.1 MA may make by-laws, which must be consistent with these Rules, and which may:

a) Proclaim model Supplementary Regulations,

b) Prescribe forms and fees as required under these Rules,

c) Prescribe fines for any breach of these Rules,

d) Prescribe the requirements for, and conditions of, insurance under these Rules,

e) Establish National and State Championships, titled events, Series, competitions and meetings and for such purposes:

i) Define criteria for the eligibility of licensees,

ii) Define criteria for the eligibility of machines,

iii) Publish calendars,

iv) Create prizes, trophies and medallions,

v) Prescribe competition formats,

vi) Prescribe traveling and other expenses,

vii) Attach any relevant FIM rule or regulation.

f) Prescribe manuals and procedures for the performance by any person or body of any power, duty or function under these Rules,

g) Provide for the establishment and operation of training and educational courses under these Rules,

h) Prescribe the design, function and operation of apparatus, instruments and equipment used for timing, measuring, weighing, counting or calculating, for the purposes of these Rules,

i) Prescribe levels of noise, atmospheric and other emissions from motorcycles,

j) Prescribe fuel contents and standards,

k) Prescribe laboratories for fuel testing,

l) Prescribe track and venue conditions, designs and standards,

m) Prescribe the weights, measurements and other dimensions of motorcycles, and

n) Provide for or prescribe such acts, matters or things as shall be necessary for the full and effective operation of these Rules.

1.4.0.2 Subject to this Rule, an SCB may make by-laws, which must be consistent with these Rules, and which may:

a) Proclaim model Supplementary Regulations,

b) Establish State and Territory Championships, titled events, series, competitions and meetings and for such purposes:

i) Publish calendars,

ii) Create prizes, trophies and medallions,

iii) Prescribe competition formats,

iv) Prescribe traveling and other expenses.

c) Provide for the establishment and operation of training and educational courses under these Rules,

d) Prescribe noise, atmospheric and other emissions from motorcycles,

e) Prescribe track and venue conditions, designs and standards,

f) Provide for or prescribe such acts, matters or things as shall be necessary for the full and effective operation of by-laws.

1.4.0.3 An SCB must, not less than one month after any by-law has been made by that SCB, forward a copy thereof to the Board.

1.4.0.4 The Board may amend or revoke any by-law made under these Rules.

2 ADMINISTRATION

2.1 THE CONTROLLING BODIES

2.1.1 Administration of Rules

2.1.1.1 Subject to the provisions of the Code, the bodies with authority and responsibility for the administration of Rules regulating the conduct of competitions and recreational activity in all disciplines are as follows:

a) FIM - World Championships and FIM Prize Events as they are defined in the Code,

b) MA:

i) International meetings, other than World Championship and FIM Prize Events,

ii) Australian Championships,

iii) MA Series,

iv) Australian Record attempts,

v) Events which have a course traversing more than one State,

vi) Support events at World Championships.

c) SCBs - All other competitions and recreational activity within the territorial borders of their State unless permission has been granted by the SCB within the territory of the proposed event for another SCB to permit the activity.

2.1.2 Agreements for Conduct of the Sport

2.1.2.1 Subject to these Rules, any Controlling Body may enter into agreements or arrangements with any one or more of the other, and with any Promoter, for the conduct of competitions.

2.1.2.2 If any such agreement or arrangement:

a) Includes FIM, and

b) Is for the conduct of a meeting which includes both International and National events, where relevant, these Rules will apply to the National events conducted at the meeting, but in all other respects the FIM Rules will apply and be binding on all participants.

2.1.3 Conflict between Code and Rules

2.1.3.1 If these Rules and the Code are in conflict in relation to any matter to which both apply, the Code will prevail over these Rules.

2.2 SPORTS DEVELOPMENT LEVY

2.2.1 Collection and Distribution

2.2.1.1 In all disciplines, there may be a Sports Development Levy at the discretion of the RCB.

2.2.1.2 In each year, an RCB may prescribe the amount of the Sports Development Levy for that year.

2.2.1.3 The Promoter of a meeting must, no more than 14 days after the end of the meeting, pay to the RCB the prescribed Sports Development Levy imposed on takings from:

a) Charges for admission by the public to the meeting venue, and

b) Sales of programs for the meeting.

2.3 SPORTS DEVELOPMENT ACCOUNT

2.3.0.1 MA must pay any proceeds it receives from the Sports Development Levy into the Sports Development Account no more than 28 days after receipt thereof.

2.3.0.2 In each year, the Board may determine the purpose for and the amount of any distribution from the Sports Development Account.

2.3.0.3 The Board may impose any conditions on the recipients of grants from the Sports Development Account.

2.4 OFFICIALS

2.4.1 Powers and Authorities of Officials

2.4.1.1 In the administration of these Rules, the powers and authorities of the Controlling Bodies are exercisable by and through officials.

2.4.1.2 For these purposes, the Controlling Bodies may license any one or more of the following officials:

a) Key officials:

i) Stewards or Referees,

ii) Race Directors,

iii) Clerks of Course,

iv) Race Secretaries,

b) Operational officials:
   i) Marshals,
   ii) Time keepers and Scorers,
   iii) Measurers,
   iv) Scrutineers,
   v) Eligibility Scrutineers,
   vi) Judges,
   vii) Observers,
   viii) Handicappers,
   ix) Starters,
   x) Final Control Officials,
   xi) Sound Control Officer (SCO)
c) Other licensed officials:
   i) Coaches,
   ii) Announcers,
   iii) Track Inspectors.

2.4.2 The Licensing of Officials

2.4.2.1 MA, or an SCB on behalf of MA, may issue, renew, recategorise or revoke an official's licence. The form of an official's licence will be as prescribed in by-laws.

2.4.2.2 No person will be issued with an official's licence unless that person has achieved the minimum required standards at a training course established and conducted under these Rules.

2.4.2.3 A licence for a key official must not be issued to person under 18 years of age. A licence for an operational official must not be issued to a person under the age of 16 years.

2.4.2.4 An official's licence remains in force for no more than four years from the day of its issue.

2.4.2.5 An application for an official's licence and for the renewal or recategorisation thereof must be:
   a) To the Controlling Body having authority in the State or Territory in which the applicant ordinarily resides,
   b) In the prescribed form.

2.4.2.6 An RCB, which orders an investigation into the conduct of a meeting, may stand down any official involved in the subject meeting, until the investigation is concluded.

2.4.3 Categories of Officials' Licences

2.4.3.1 Officials' licences:
   a) Are accredited at the following levels and must be appropriately endorsed
      i) Level 1 – Club level,
      ii) Level 2 – Inter-club / Zone level,
      iii) Level 3 – Open event / State Championship level,
      iv) Level 4 – MA Series and National Championship level,
      v) International.
   b) Are accredited in the following disciplines:
      i) Dirt Track,
      ii) Enduro,
      iii) Minikhana,
      iv) Motocross,
      v) Trial,
      vi) Road Racing,
      vii) Speedway,
      viii) Supercross,
      ix) Track,
      x) Supermoto.
   c) May be endorsed with more than one category.

2.4.3.2 A licensed official:
   a) Must not carry out any duty or function to which that official's licence category does not apply, but may have an assistant whose licence is endorsed with a different category,
   b) May apply for a different category of licence. An application for variation must be dealt with in the same way as an application for a licence,
   c) May not, without the authority of the Clerk of Course, compete in any competition at which the official is officiating,
   d) Must comply with these Rules and with the proper directions of any official having authority under these Rules to impose such directions,
   e) Must carry out all duties honestly, diligently and fairly,
   f) Must be in attendance no later than one (1) hour prior to the official start time of the meeting (including

practice) and remain until the completion of their duties at the conclusion of the meeting.

g) An assistant may be appointed to any role and acts by assisting the **official to carry out their duties.** The assistant cannot act as a **replacement for that Official.**

h) A Deputy may be appointed to **an official role but must hold** he appropriate accreditation of licence for that position. The Deputy may take the position of **the Official if required and holds** the same authority whilst acting in that role.

2.4.3.3 MA may, either independently or in conjunction with other Controlling Bodies conduct official's training courses. The content of the courses must:

a) Have regard to the various disciplines of the sport,

b) Provide practical and theoretical training,

c) Be as prescribed from time to time in by-laws.

2.4.3.4 No person may compete at any meeting to which they have been appointed a key official with the exception of 2.4.8.1 (e).

2.4.4 Stewards

2.4.4.1 A RCB must appoint one or more Stewards for any competition and, if more than one Steward is appointed, those Stewards may collectively or individually exercise the powers set out in these Rules.

2.4.4.2 Where more than one Steward is appointed under this Rule the RCB must nominate a senior Steward, whose determination on any matter in relation to the meeting will be binding.

2.4.4.3 In the absence of a jury, and subject to Rule 2.4.5, Stewards of a competition have supreme control and authority over the conduct of that competition and may:

a) Amend any supplementary regulation applicable to the meeting if, in the opinion of the Steward, exceptional circumstances arise requiring amendments,

b) Amend the program for the meeting,

c) Give any instruction or direction to the clerk of course of the meeting,

d) Determine the time for the commencement and conclusion of the meeting,

e) Stop the meeting or any part of it,

f) Order any event to be re-started or re-run,

g) Hear and determine any protest,

h) Institute, hear and determine any prosecution for any offence committed during the meeting and impose any penalty or penalties under these Rules,

i) Abandon any meeting provided that all entry fees must be refunded unless otherwise provided for in the SR for the meeting,

j) Order any competitor to submit to a medical examination to determine if the competitor is fit to participate in the meeting,

k) Order the administration of any fuel, drug, or other test,

l) Impose on a competitor or entrant any penalty of relegation time or points penalty, exclusion, fine or suspension as provided for in these Rules,

m) Order any machine, which the Steward considers does not comply with these Rules or the relevant SR, to be impounded at the end of the meeting and detained under the control or direction of the Steward for such period as may reasonably be necessary for it to be examined,

n) Do any act, publish any document and make any declaration, not inconsistent with these Rules, which is necessary for the fair and proper conduct of the meeting,

o) Refer any matter to the RCB.

2.4.4.4 As soon as possible, and no more than five days after the conclusion of a meeting, a Steward of the meeting must complete and deliver to the RCB a Steward's report in the prescribed form which must include:

a) A copy of the program,

b) The results of the meeting,

c) Total number of competitors,
d) A plan of the venue showing the location and number of falls where the competitor received medical treatment at the venue and/or the competitor is transported to hospital,
e) The number of competitors transported to hospital including details of suspected injuries,
f) The number of spectators attending the event, and
g) The number of officials on duty at the event.

2.4.5 Race Director

2.4.5.1 MA may appoint a Race Director for any MA Series.

2.4.5.2 The Race Director's responsibilities are:
a) To ensure proper observance of the Rules and regulations,
b) To ensure the efficient running of practices and races,
c) To ensure effective communication between Promoters and Stewards.

2.4.5.3 The Race Director shall have overriding authority in relation to:
a) The control of practices and races, including modifying the program,
b) The stopping of any race or session,
c) Starting procedure.

2.4.5.4 A Race Director may:
a) Amend any series SR if, in the opinion of the Race Director, exceptional circumstances arise requiring amendments,
b) Amend the Series program,
c) Institute, according to 7.1.1.4 b) any prosecution for any offence committed during a meeting,
d) Do any act, publish any document and make any declaration, not inconsistent with these Rules, which is necessary for the fair and proper conduct of the series.

2.4.6 Clerk of Course

2.4.6.1 Subject to the control and direction of the Steward or Race Director of a meeting, the Clerk of Course is responsible for its conduct and for that purpose may:
a) Inform and instruct operational officials,
b) Inspect the venue and do whatever is necessary to ensure the venue is in good and safe condition,
c) Ensure that all operational officials are carrying out their duties fully and effectively,
d) Receive any protest and convey it to the Steward,
e) Impose on a competitor or entrant any penalty of exclusion or relegation or any time or points penalty or fine as provided for under these Rules,
f) Stop any event,
g) Exclude any competitor from any competition for any reason provided for in these Rules,
h) Exclude from any event any machine which the Clerk of Course considers to be dangerous,
i) Order any event to be re-started or re-run,
j) Collate all necessary information from any operational official and present it to the Steward at the Steward's request and direction,
k) Do any act, publish any document and make any declaration, not inconsistent with these Rules, which is necessary for the fair and proper conduct of the meeting,
l) Authorise any operational official to compete in any event in the meeting.

2.4.7 Club Steward

2.4.7.1 Combined role of Steward/Clerk of Course

2.4.7.2 Subject to State Controlling Body approval, the role of Steward and Clerk of Course may be combined at *closed to club* meetings where the anticipated number of participants is reasonably expected to be less than 65.

2.4.7.3 In circumstances where this occurs and where there could be a conflict between the duties of a Clerk of Course and the duties of a Steward, the role of the Steward as outlined in GCR 2.4.4 will prevail.

2.4.7.4 Where participant numbers exceed 65, ~~the meeting may continue with a Club~~

~~Steward. In considering the request for Club Steward, the State Controlling Body must consider the entry numbers for meetings conducted by the Club concerned.~~ The SCB may, after due consideration and risk management evaluation, approve the use of a club steward

2.4.7.5 A Club Steward may not be used at Inter-club meetings.

2.4.7.6 The combining of the roles is absolutely at the discretion of the State Controlling Body. The State Controlling Body may determine there is a requirement for separate Steward and Clerk of Course roles.

2.4.7.7 Should these roles be combined at a meeting, participants would lose the right of protest of a decision of the Clerk of Course to the Steward as defined in GCR 7.2. Any protest directed to the Official undertaking the Club Steward role resulting from a penalty normally imposed by a Clerk of Course will be directed to and heard by the State Controlling Body. The appeal will be charged at the $100 Protest Fee rate. Any appeal will be heard by the State Controlling Body.

2.4.7.8 Where a Club Steward is applicable, it must be stipulated during the riders' briefing that there is a loss of level of protest.

2.4.7.9 A Club Steward may not be a participant in the meeting.

2.4.7.10 The roles of the Referee and Clerk of Course at Speedway meetings cannot be combined under this rule.

2.4.8 Race Secretary

2.4.8.1 The Race Secretary is responsible for the organisation and management of a meeting and for those purposes:

a) Must comply with the instructions of the Steward and the Clerk of Course,
b) May publish notices and documents as directed,
c) May ensure that operational officials are informed of their functions and duties and properly equipped,
d) Must provide the Steward with a copy of the program and the results of events conducted at the meeting.
e) Trials and Traditional Enduro.

For club and Inter-club Trials and Traditional Enduro the Race Secretary may compete in an event once they have completed their duties as described in Chapter 2, and only with the authority of the Steward and Clerk of Course

NOTE: This doesn't apply to other forms of competition under the broad "Enduro" discipline such as Sprint, Cross Country, Pony Express, Cross Country Sprint etc.

2.4.9 Operational Officials

2.4.9.1 In carrying out their duties, operational officials must:

a) At the beginning of the meeting report to the Clerk of the Course for instructions,
b) Only use apparatus authorised under these Rules,
c) Provide the Clerk of Course with reports as required,
d) Comply with the directions and instructions of the Steward/Referee and the Clerk of Course.

2.4.9.2 Operational officials must carry out their functions to the best of their abilities and in accordance with these Rules.

2.4.10 Eligibility Scrutineer

2.4.10.1 An Eligibility Scrutineer is a person appointed by the RCB ~~or the Promoter~~ at a meeting comprising of events for historic or classic machines. The eligibility Scrutineer has the authority to determine whether entered machines comply with the relevant eligibility regulations contained in these rules. The Eligibility Scrutineer must declare (to the **Steward) any conflict of interest before** making a deliberation.

2.4.11 Sound Control Officer

2.4.11.1 SCO's are licensed after completion of a technical seminar on the principles, instruments and methods to be used.

2.4.11.2 SCO covers noise testing at all levels of meeting, except FIM World Championship and Trophy events.

2.4.11.3 SCO decisions are a judgement of fact.

2.4.12 Specialist Sub-committees

2.4.12.1 A Controlling Body may appoint specialist Sub-committees for the following purposes:

a) To examine any machine to determine if the machine, or the class or group of machines of which the machine is an example, is eligible to compete,

b) To issue, in respect of any machine, any log book or other record of eligibility,

c) To direct the issue of a replacement log book for any machine, and

d) To grant any exemption, in respect of any machine, class or period group of machines, for the use of any part or parts as provided for under these Rules.

2.4.12.2 The relevant Commission will, unless otherwise determined in by-laws, be the specialist Sub-committee for each SCB.

2.4.12.3 Specialist Sub-committees will be appointed for such term and upon such conditions as the Controlling Body determines.

2.4.12.4 A specialist Sub-committee may have expertise in more than one discipline of the sport.

2.4.12.5 A determination of a specialist Sub-committee applies to, and binds:

a) The owner or entrant of any machine,

b) Any subsequent owner or entrant.

2.4.13 Juries

2.4.13.1 Subject to the following two GCRs, an RCB may appoint, in addition to, or in lieu of, a Steward, a jury which must comprise a President and at least two members.

2.4.13.2 If a meeting is in Speedway:

a) A jury may not be appointed in lieu of the Referee,

b) The functions of a jury are to hear and determine any protest against any decision or determination of the Referee.

2.4.13.3 No person may be a member of a jury unless that person is:

a) Appointed in writing by the RCB under this Rule, and

b) A Steward.

2.4.13.4 The RCB may appoint to a jury, such persons as it thinks have sufficient expertise to be members of a jury.

2.4.13.5 The RCB must appoint the President of the jury.

2.4.13.6 The Steward of a meeting may not be a member of the jury for that meeting.

2.4.13.7 If, during a meeting, there is a vacancy in the membership of a jury, the jury President may appoint a substitute in accordance with these Rules.

2.4.13.8 No member of a jury may participate in any deliberations of the jury if that person has an interest in the outcome of the deliberations and must, immediately on becoming aware of any such conflict of interest, notify the other members of the jury and withdraw from the jury. The President of a jury:

a) Must convene the jury at the commencement of the meeting,

b) Must ensure that the proceedings of the jury are conducted in accordance with these Rules,

c) Must ensure that the acts and instructions of the jury are carried out, and

d) May admit any person as an observer of the jury's deliberation and must exclude any person who, in the opinion of the jury, has no interest in the proceedings or is not entitled to be present.

2.4.13.9 Where a jury is appointed in addition to a Steward, the authority of the jury will prevail over that of the Steward.

2.4.13.10 In these Rules any reference to a Steward in any discipline other than Speedway will, in respect of a meeting for which a jury has been appointed, be interpreted, as if it were a reference to a jury.

2.4.14 Officials must be paid such fees, expenses and allowances as are prescribed from time to time.

3 LICENSING

3.1 LICENSING REQUIREMENTS

3.1.1 Licensing Conditions

3.1.1.1 A person may only participate in a competition event if they are the holder of a competition licence as detailed in this chapter.

3.1.1.2 A person may only participate in a non-competition activity or event if they are the holder of a competition or non-competition licence detailed in this chapter.

3.1.1.3 MA may, either independently or in conjunction with other Controlling Bodies, establish and conduct training courses for competition licensees. The content of the courses must have regard to:

a) The interests of the sport,

b) The need for safety in all aspects of the sport,

c) The desirability of fair and even competition between competitors having the highest possible skills at each level of competition,

d) The graduated development of the skills of competitors.

3.1.1.4 In the event of courses being established under the above Rule, no person who has not successfully completed an appropriate course may apply for, or be issued with, a competition licence.

3.1.1.5 An applicant for a competition licence who is aggrieved by a decision of the SCB under the previous Rule may appeal to the appellate body of that SCB.

3.1.1.6 MA, or each SCB on behalf of MA, must in each year make available to every person issued with a 12 month competition licence a copy of the GCRs. This may be in digital format.

3.1.1.7 A competition licence, other than a 1 meeting licence, continues in force for 12 months from the date of issue except where:

a) A renewal application is lodged less than three months after the expiry date in which case the licence will continue in force for 12 months from the date the application was received by the SCB, or

b) A renewal application is lodged more than three months after the expiry date in which case it will be treated as a first time application.

3.1.1.8 A competition licensee must:

a) Produce the licence on demand to any key official during any meeting, ~~or~~

~~b) If unable to produce the licence, complete a licence declaration certifying compliance with the licence requirements of these Rules and forthwith pay the prescribed non-production fee.~~

3.1.1.9 No person who is serving a suspension from the FIM or any FMN may be issued with a licence during that period of suspension.

3.1.1.10 Any period of licence suspension ordered by the FIM or any FMN will concurrently apply to the competitor's MA licence.

3.1.1.11 Subject to the next Rule, an SCB may not issue a competition licence to, or renew the competition licence of, any person who has not been a resident of that SCB's State or Territory for at least three months.

3.1.1.12 An SCB may issue a competition licence to any person who is not a resident of that SCB's State or Territory:

a) If that person has not been the holder of a licence in any other State or Territory; or

b) If that person, being the holder of a licence in another State or Territory, is authorised in writing by the Controlling Body of the other State or Territory to apply for a licence outside that other State or Territory, or

c) If that person has recently arrived in Australia from another Federation and has a clearance from that Federation to apply for an MA licence.

3.1.1.14 Any competition licensee whose licence is lost or destroyed may apply to an SCB for the issue of a replacement. The SCB may charge the prescribed replacement fee to replace the licence.

3.1.2 LICENCE TYPES AND ACTIVITY ELIGIBILITY

	Licence Type	Age	Status	Activity Type: Practice Coaching Recreation	Club	Inter- Club	National/ Open
a)	Junior National †	7 - Under 16	Competition	✓	✓	✓	✓
b)	Junior Restricted National †* ("Fast 50's", Mini Moto, Moto-Trials)	7 - Under 16	Competition	✓	✓	✓	✓
c)	Senior National	16 & Over	Competition	✓	✓	✓	✓
d)	Senior Restricted National* ("Fast 50's", Mini Moto, Moto-Trials)	16 & Over	Competition	✓	✓	✓	✓
e)	One Event Licence	7 & Over	Competition	✓	✓	✓	✓
f)	Mini ♠	4 - Under 16	Non-Competition ♠	✓	✓	✓	✓
g)	Single Recreational Activity	4 & Over	Non-Competition	✓	X	X	X
h)	Recreational	16 & Over	Non-Competition	✓	X	X	X

NOTE 1: In table 3.1.2: ✓ means eligible, X means ineligible. The rules below explain the other symbols in the table.
NOTE 2: Normal competition rules apply for all practices on all MA licensed tracks.

3.1.2.1 † Junior Competition (National Competition and Restricted National) licences can only be held by riders aged 7 to under 16 years.

3.1.2.2 *Restricted National Licence will be subject to the following conditions.

a) The licence will be available for both Junior and Senior competitors.

b) The licence will apply to the following categories:

i) Fast 50's,

ii) Minimoto,

iii) Trial

c) Licencing requirements are as GCR 3.2, 3.3 and 3.4.

3.1.2.3 ♠ Club, Inter-Club and National meetings can hold non-competitive activities specifically for Mini licence holders using 50cc Demo machines (4 to Under 9 years). This licence can also be used for Minikhana activities (4 to Under 16 years), and non-competitive events.

3.1.2.4 No competition licensee may compete in any competition above the level endorsed on that person's licence.

3.1.2.5 To be eligible for a competition licence a rider must be an Australian Citizen or be a permanent resident eligible for Medicare, or have a clearance from their FMN.

3.1.2.6 A competition licencee from any country in which there is an FMN recognised by the FIM:

a) May compete in Australia as if that person were a competition licencee under these Rules, but

b) Must compete at the level, or its nearest equivalent, endorsed on that person's licence, and

c) May not compete unless and until that person satisfies the Steward of a meeting in which that person seeks to participate that that person is appropriately insured and is authorised by that FMN.

3.1.2.7 No person other than a licencee competing under the previous Rule may be issued with a competition licence unless that person is a member of a Club. This rule does not apply to applicants for a Recreational and Single Use Recreational Licence.

3.1.2.8 MA, or an SCB on behalf of MA, may issue a competition licence to any person. The form of a competition licence will be as prescribed in by-laws.

3.1.2.9 MA may issue International licences on behalf of FIM to holders of a current National licence with insurance to FIM standard.

3.2 LICENSING - GENERAL

3.2.0.1 Any rider, who is transported to hospital, recommended to attend hospital or is advised by a medical practitioner that they require a medical clearance before taking part in any further competition event will have their license suspended until such time as they supply a medical clearance to MA, their SCB or a Key Official at an MA permitted event

3.3 LICENSING - SENIORS

3.3.0.1 An application for a competition licence, other than a one meeting licence or International licence, must:

a) Be to the SCB of the State or Territory in which the applicant ordinarily resides;

b) Be in the prescribed form.

c) Be accompanied by:

i) Proof of the age of the applicant,

ii) Proof that the applicant has passed an appropriate licence test,

iii) Proof the applicant has current ambulance subscription;

iv) The prescribed fee; and

v) Proof of current MA affiliated club membership.

d) If the applicant is a minor, be accompanied by the written authorisation of at least one of the applicant's parents or the legal guardian of the applicant.

e) If the applicant has never been the holder of a competition licence, be accompanied by any one of the following:

i) The applicant's current road motorcycle licence,

ii) Proof that the applicant has attended a motorcycle training course conducted by, or with the approval of, a State Government authority,

iii) Proof that the applicant has attended any SCB accredited training school,

iv) Proof that the applicant has attended a training school conducted by an accredited coach, or

v) Endorsement on the application by a club official authorised by the SCB that, in the opinion of that official, the applicant is capable of controlling a motorcycle.

3.3.0.2 A first time licence applicant must undertake a test of knowledge of these Rules

3.4 LICENSING - JUNIORS

3.4.0.1 An application for a Junior competition licence, other than a one meeting licence must:

a) Be to the SCB of the State or Territory in which the applicant ordinarily resides,

b) Be in the prescribed form,

c) Be accompanied by:

i) Proof of the age of the applicant,

ii) Proof the applicant has current ambulance subscription, and

iii) The prescribed fee.

iv) Proof that the applicant has met the requirements of the Junior Coaching Program (JCP) GCR 3.8

v) Written authorisation of at least one of the applicant's parents or the legal guardian of the applicant.

iv) Proof of current club membership.

3.4.0.2 No applicant will be issued with their first competition licence if they are under the age of 7 years.

3.4.0.3 All Junior competitors:

a) Must produce their JCP logbook upon demand to any key official during any meeting

b) If unable to produce their JCP logbook, complete a declaration certifying their compliance with the logbook requirement of these Rules accompanied by the prescribed fee.

3.5 LICENSING - ENTRANTS

3.5.0.1 A person or body corporate may not enter any rider to participate in any competition unless that person or body corporate is licensed as an Entrant.

3.5.0.2 MA, or an SCB on behalf of MA, may issue an Entrant's licence to any person or body corporate. The form of an Entrant's licence will be as prescribed in by-laws.

3.5.0.3 An application for an Entrant's licence and for renewal thereof, must:

a) Be to the SCB of the State or Territory in which the applicant ordinarily resides,

b) Be in the prescribed form, and

c) Be accompanied by the prescribed fee.

3.5.0.4 On receipt of an application for the issue or renewal of an Entrant's licence, the SCB may:

a) Issue or renew the licence unconditionally,

b) Refuse to issue or renew the licence, or

c) Issue or renew the licence on such terms and conditions as it thinks fit.

3.5.0.5 An applicant for an Entrant's licence who is aggrieved by a decision of the SCB under the previous GCR may appeal to the appellate body of the SCB.

3.5.0.6 An entrant's licence continues in force for 12 months from the date of issue.

3.6 LICENSING - SPEEDWAY MECHANICS

3.6.0.1 A person may not work as a Mechanic for any rider in any Speedway competition unless that person:

a) Is licensed as a mechanic,

b) Is not less than 16 years of age,

3.6.0.2 MA, or an SCB on behalf of MA, may issue a mechanic's licence to any person.

3.6.0.3 An application for a mechanic's licence and for renewal thereof, must:

a) Be to the SCB of the State or Territory in which the applicant ordinarily resides,

b) Be in the prescribed form,

c) Be accompanied by:

i) Proof of the age of the applicant,

ii) Proof the applicant has current ambulance subscription, and

iii) The prescribed fee.

3.6.0.4 On receipt of an application for the issue or renewal of a Mechanic's licence the SCB may:

a) Issue or renew the licence unconditionally,

b) Refuse to issue or renew the licence, or

c) Issue or renew the licence on such terms and conditions, as it thinks fit.

3.6.0.5 An applicant for a Mechanic's licence who is aggrieved by a decision of the SCB under the previous GCR may appeal to the appellate body of that SCB.

3.6.0.6 A Mechanic's licence continues in force for 12 months from the date of issue.

3.6.0.7 A Mechanic's licensee must:

a) Carry the licence at all times during any meeting,

b) Produce the licence on demand to any key official during any meeting,

3.6.0.8 If unable to produce the licence, complete a declaration certifying compliance with the licence requirements of these Rules and forthwith pay the prescribed non-production fee.

3.7 LICENCE ISSUING & RENEWALS

3.7.0.1 Senior - An application for renewal of a Senior competition licence must:

a) Be to the SCB of the State or Territory in which the applicant ordinarily resides,

b) Be in the prescribed form.

c) Be accompanied by:

i) Proof the applicant has a current ambulance subscription, and

ii) The prescribed fee

iii) Proof of current club membership.

3.7.0.2 Junior - An application for renewal of a Junior competition licence must:

a) Be to the SCB of the State or Territory in which the applicant ordinarily resides,

b) Be in the prescribed form,

c) Be accompanied by:

i) Proof the applicant has a current ambulance subscription, and

ii) The prescribed fee,

iii) Proof of current club membership.

3.7.0.3 On receipt of an application for the issue or renewal of a competition licence the SCB may:

a) Delay the issue or renewal for no more than 14 days,
b) Issue or renew the licence unconditionally,
c) Refuse to issue or renew the licence, or
d) Issue or renew the licence on such terms and conditions as it thinks fit.

3.7.0.4 Riders in track and dirt track can, at three months prior to the rider's 16th birthday practice on a machine that they will compete on at permitted separate Junior practice/coaching days, Juniors must not ride with Seniors

3.8 JUNIOR COACHING PROGRAM

3.8.0.1 To obtain a competition licence, Junior riders (7 to under 16 years) must:

a) Undertake a minimum of five hours of coaching by an accredited motorcycle sport coach in the required modules (Kick Start), and
b) Complete the written assessment.

3.8.0.2 Prior to a junior progressing to a larger capacity motorcycle, a competency based assessment must be conducted under the tuition of an accredited coach and under a coaching permit to assess whether the rider is competent to ride the next sized machine.

3.8.0.3 The rider must be endorsed upon the competition licence with the appropriate level of endorsement.

3.8.0.4 Endorsements will be issued for:

Discipline	Endorsements
Motocross Dirt Track Track	Off Road 50cc
	Off Road 65cc 2-Stroke/ 125cc 4-Stroke
	Off Road 85cc 2-Stroke/ 150cc 4-Stroke
	Off Road 200cc 2-Stroke
	Off Road 250cc 4-Stroke
	Sidecar Rider & Passenger 85cc 2-Stroke / 150cc 4-Stroke
	Sidecar Rider & Passenger 200cc 2-Stroke / 250cc 4-Stroke
Enduro	Off Road 50cc
	Off Road 65cc 2-Stroke/125cc 4-Stroke
	Off Road 85cc 2-Stroke/150cc 4-Stroke
	Off Road 200cc 2-Stroke
	Off Road 250cc 4-Stroke
Speedway	125cc 4-Stroke
	250cc 4-Stroke
	350cc 4-Stroke
	Speedway
	Slider 200cc 2-Stroke
	Slider 250cc 4-Stroke
	Slider 350cc 4-Stroke
	Slider 65cc 2-Stroke / 125cc 4-Stroke
	Slider 85cc 2-Stroke & 150cc 4-Stroke
	Sidecar Rider & Passenger 250cc 4-Stroke
Trial	Up to 125cc
	Up to 200cc
	Trial Open Capacity
	Trial Electric Bike

Road Race	Road Race Up to 85cc 2-Stroke & 160cc 4-Stroke
	Road Race 125cc 2-Stroke & ~~250cc~~ Supersport 300 4-Stroke
	Road Race 13 to under 16 racing with Seniors
ATVs	50cc
	90cc 2-Stroke/125cc 4-Stroke
	200cc 2-Stroke
	300cc/250cc 4-Stroke

3.8.05 A rider endorsed on any capacity is permitted to ride any capacity below the level of their endorsement and within the class/age allowance within the rules.

3.8.0.6 A rider wishing to compete within the following disciplines or upon the listed machines below must undertake a one off competency assessment by an accredited motorcycle sport coach on those respective machines:

- Road Race (including Supermoto)
- Slider (including Speedway and Dirt Track/Track Slider machines)
- Off Road (including MX, MK, DT, Trial and Enduro)
- Sidecar Passenger or Rider

3.8.0.7 All Junior competitors who complete the Kick Start program and wish to purchase a one event competition licence must be issued with a logbook which includes:

a) Name, address and date of birth,
b) Provision to record training/ coaching hours and modules to obtain a competition licence,
c) Provision to record Licence assessment results,
d) Licence number,
e) Special medical conditions,
f) Ambulance subscription,
g) Provision of injury details (where transported to hospital), and
h) Provision to record penalties (to be countersigned by the Steward and Clerk of Course).

3.8.0.8 A rider wishing to take out a one event competition licence must provide a logbook to demonstrate their level of competency endorsement.

3.8.0.9 Junior riders in all disciplines can, at three months prior to their birthday, commence coaching on a machine of the increased capacity that they will be competing on when reaching the required age, providing it is at a permitted coaching event only.

3.8.0.10 Annual competency assessment is not required.

3.8.0.11 An accredited coach who conducts the assessment required for a rider to be endorsed must provide to the SCB written endorsement of the rider's assessment, the capacity of the machine the rider was assessed upon, the permit number the assessment was conducted under and the date of assessment.

MOTORCYCLING VICTORIA

4 COMPETITIONS

COMPETITON PROTOCOLS: GENERAL

4.1 VENUES

4.1.1 Register of Venues

4.1.1.1 Each State Controlling Body must, for its area of responsibility, establish and maintain a register of:

a) Permanent venues, and

b) Temporary venues for special events which may be altered by the addition, removal or modification of, any one or more venues.

4.1.2 Track Inspectors

4.1.2.1 A Relevant Controlling Body may appoint track inspectors whose responsibilities are:

a) To inspect tracks,

b) To make reports on the compliance of tracks with any standards established within the MA Track Guidelines. ~~ensure that tracks comply with any standards established under these Rules, and~~

~~c) To make recommendations for the issue of licenses for tracks.~~

c) Report any findings to RCB who will evaluate a tracks suitability for the purpose of issuing a licence.

4.1.3 The Licensing of Tracks

4.1.3.1 No venue may be operated without a track licence.

4.1.3.2 An application for the issue of a track licence must be in the prescribed form to the Relevant Controlling Body.

4.1.3.3 The Relevant Controlling Body may, in respect of a track:

a) Issue a licence subject to such terms and conditions as it thinks fit or may refuse to issue a licence, and

b) Revoke or suspend a track licence if the venue licensee fails to comply with the licence or any condition.

4.1.3.4 During each competition or other permitted event the track licence must be prominently displayed in the administration area of the event together with a plan of the venue and the GPS co-ordinates for the location of the venue.

4.1.3.5 Any support person who enters a licensed venue or who otherwise participates (in whatever manner and actively or passively) in a competition under these GCR is bound by these GCR and any supplementary regulations in force for that competition.

4.1.4 Notices to the Public

4.1.4.1 At all meetings to which the public have access, other than events on a public road, the standard notice [Notice 4.1] warning the public that a motorcycle competition is in progress shall be prominently displayed. The sign shall measure 550mm x 450mm, minimum.

4.1.4.2 Wherever at such meetings, it is considered desirable by the Promoters of the meetings, or is a condition of the grant of a Venue Licence that the public shall be excluded from a certain area, the standard form of notice prohibiting the public from access to that area [Notice 4.2] shall be prominently displayed. The sign shall measure 550mm x 450mm.

4.1.4.3 No other form of notice for warning the public ~~generally~~ or for prohibiting access to certain areas shall be ~~displayed~~ used.

4.1.4.4 A sign must be prominently displayed in pit areas [Notice 4.3] warning that the carrying or consumption of alcoholic beverages by all personnel in the area is prohibited. The sign shall measure 550mm x 450mm.

4.1.4.5 At the entrances to any venue a Promoter must prominently display the sign entitled 'Notice' [Notice 4.4]. The sign shall measure 550mm x 450mm.

4.1.4.6 Pit areas must be clearly defined. A Promoter must prominently display the sign [Notice 4.5] at the entrance to the pit area. The sign shall measure 550mm x 450mm.

4.1.4.7 A sign must be prominently displayed in pit areas [Notice 4.6] 'No Smoking in Pit Area By Order, Motorcycling Australia Ltd'. The sign shall measure 550mm x 450mm. 'This is a no smoking area' signs must be placed in grand stands and/or high volume spectator areas [Notice 4.7].

WARNING TO THE PUBLIC

Motor racing is DANGEROUS, and spectators attending this track do so entirely at their own risk. It is a condition of admission that all persons having a connection with the promotion, and/or organisation, and/or conduct of the meeting, including the owners of the land and the riders and owners of vehicles and passengers in the vehicles, are absolved from all liability arising out of the accidents causing damage or personal injury to spectators or ticket holders, except where due care and skill has not been exercised. Notice 4.1

PROHIBITED AREA

The Public is not permitted in this area. Notice 4.2

WARNING

The carrying or consumption of alcoholic beverages in the pit area is prohibited.
By Order,
Motorcycling Australia Ltd Notice 4.3

NOTICE

No Animals Allowed.
Guide Dogs and Assistant Animals Excepted
By Order,
Motorcycling Australia Ltd Notice 4.4

The riding of motorcycles in the pit area is only allowed in marked access lanes.
By Order,
Motorcycling Australia Ltd Notice 4.5

SMOKING PROHIBITIONS

No Smoking in Pit Area
By Order,
Motorcycling Australia Ltd Notice 4.6



Notice 4.7

4.2 THE PROMOTION AND CONDUCT OF COMPETITIONS

4.2.1 Authority to Promote

4.2.1.1 Subject to these Rules, competitions may be promoted or conducted by:

a) A Controlling Body, or

b) A Promoter.

4.2.1.2 Promoters must be affiliated to the Relevant Controlling Body:

a) Where a State Controlling Body is the Relevant Controlling Body, Promoters must affiliate with a State Controlling Body,

b) Where MA is the Relevant Controlling Body, Promoters must affiliate with MA if they have not already affiliated with a State Controlling Body.

4.2.1.3 State Controlling Bodies must notify MA of the details of affiliated Promoters within one month of them affiliating.

4.2.2 Competition Permits

4.2.2.1 No competition may be promoted or conducted without a competition permit.

4.2.2.2 An application for a competition permit

must be in the prescribed form to the Relevant Controlling Body and must:

a) Be accompanied by the prescribed fee,
b) For any meeting forming part of an Australian Championship, be submitted at least three months before the date set for the meeting,
c) For International meetings (i.e. involving licensees from federations other than MA and MNZ), MA series or National meetings, be submitted at least eight weeks before the date set for the meeting,
d) For any other meeting, be submitted at least 14 days before the date set for the meeting,
e) Be accompanied by proposed supplementary regulations, and
f) Identify the proposed venue.

4.2.2.3 A Relevant Controlling Body may issue a competition permit subject to terms and conditions or may refuse to issue a permit.

a) At the time of issue of a competition permit to a Promoter, the Relevant Controlling Body may require the Promoter to deposit with the Relevant Controlling Body a bond which is:
   i) Equivalent to the prize money,
   ii) An estimate by the Relevant Controlling Body of the gate levy payable.
b) Where a bond is not required, the Relevant Controlling Body will assume responsibility for the prize money.
c) A permit must not be issued unless the Promoter making application is insured to the satisfaction of the Relevant Controlling Body.

4.2.2.4 Where any of the conditions of a competition permit are not satisfied the Relevant Controlling Body may revoke the permit.

4.2.2.5 The permit for an event must be prominently displayed in the administration area of the event.

4.2.3 Refund of Permit Fees

4.2.3.1 If a meeting does not take place, any fee paid for the permit must be repaid unless in the opinion of the Relevant Controlling Body, the meeting did not take place because of the conduct of the permit holder. In that event, the Relevant Controlling Body may withhold the refund wholly or in part at its discretion.

4.2.4 Forfeiture of Permit

4.2.4.1 A Promoter will be liable to forfeit a permit if the Promoter breaches any of these Rules, and in all things done in relation to a meeting, must comply with, and is bound by:

a) These Rules,
b) All conditions of the permit,
c) Any supplementary regulations, and
d) All venue safety and other standards proclaimed under these Rules.

4.2.5 The Appointment of Officials

4.2.5.1 A meeting must not take place unless there are at least the following officials present:

a) A Steward, a Jury, or a Referee,
b) A Clerk of Course,
c) A Race Secretary,
d) A Scrutineer.

4.2.5.2 Officials for Australian Championships forming a series must:

a) In respect of Stewards, Juries and Race Directors, be appointed by MA,
b) In respect of all other key officials, Chief Marshals, eligibility Scrutineers and chief technical Scrutineers, be nominated by the host State Controlling Body for MA approval.
c) In respect of all other officials, be appointed by the Promoter.

4.2.5.3 Officials for Australian Championships which do not form part of a series must:

a) In respect of Stewards, Jury Presidents and eligibility Scrutineers be appointed by MA,
b) In respect of all other key officials, Chief Marshals and chief technical Scrutineers be appointed by the host State Controlling Body,
c) In respect of all other officials, be

appointed by the Promoter.

4.2.5.4 Officials for meetings controlled by MA which are not Australian Championships must:

a) In respect of Stewards, be appointed by MA,
b) In respect of all other officials, be appointed by the Promoter.

4.2.5.5 Officials for meetings controlled by State Controlling Bodies will be appointed in accordance with the bylaws of the host State Controlling Body.

4.2.6 Competitions between Categories of Machine

4.2.6.1 In respect of any competition:

a) Unless otherwise provided for by these Rules or any relevant supplementary regulations, no two machines of a different category may compete in any event,
b) No competition may be conducted under these Rules between a motorcycle and any other vehicle.

4.2.7 Invitations for Entries

4.2.7.1 A Promoter may invite and receive entries to any competition authorised by the permit. Every invitation to enter and every entry form sent out to a potential participant must:

a) Specify the closing date for applications to enter,
b) Specify the amount of the entry fee,
c) Be accompanied by a copy of the supplementary regulations for the competition.

4.2.8 Applications for Entries

4.2.8.1 A ~~competition licensee~~ licence holder wishing to participate in a meeting may apply to enter the meeting. The application must:

a) Be in the prescribed form and contain the prescribed information,
b) Be accompanied by the prescribed fee,
c) If required by the Relevant Controlling Body, be accompanied by a medical certificate that the applicant is fit to participate in the meeting,
d) Contain no false or misleading information,
e) Comply with the supplementary regulations for the meeting.

4.2.8.2 The Promoter to whom such an application is submitted may accept or reject it. In the case of rejection of entries, the promoter must get prior approval from the Relevant Controlling Body to reject entries. If the application is rejected, the Promoter must inform the applicant of the rejection and state the reason for rejection. The applicant can protest the rejection in accordance with GCR 7.2.1.1 a) & GCR 7.2.1.2 d) i).

4.2.9 Responsibilities of Promoters

4.2.9.1 A Promoter, on or before the day of the meeting must:

a) Publish a program which must contain:
   i) The names of all competitors and the identity of each competitor's entrant, club and State,
   ii) The identification number of each competitor and motorcycle,
   iii) Any applicable starting position and handicap,
   iv) The status and identity of all key officials,
   v) All relevant information about the events to be conducted.
   vi) A welcome message from an MA Representative for Australian Championships.
b) Provide copies of the program to all key officials, entrants and competitors.
c) Appoint officials and in so doing may appoint assistant pit and flag marshals who need not be the holders of officials' licenses. No assistant pit or flag marshal may carry out any duty unless directly supervised by a licensed official.
d) Provide fire extinguishers for immediate use at the Start to the satisfaction of the Relevant Controlling Body,
e) Where MA is the Relevant

Controlling Body, at any event where speed is the determining factor, provide an ambulance which is:

i) Legally authorised by its relevant State/Territory Government Authority to transport on public roads, under emergency conditions (lights and sirens) any persons to hospital, and

ii) Staffed by at least two Paramedics who are able to provide advanced life support inclusive of providing analgesia.

f) At all other events where speed is the determining factor provide, to the satisfaction of the State Controlling Body:

i) An ambulance, or

ii) First aid vehicle, or

iii) A medical room, which may be mobile.

g) Ensure medical facilities are operated by qualified first aid personnel.

h) Ensure that:

i) At Speedway / Track events spectators are not permitted inside the circuit,

ii) At all other events spectators are not permitted in areas which may endanger themselves or riders.

iii) Both the nearest police station and the nearest hospital to the event are notified that the event is to take place. This notification must be given at least 21 days prior to the event.

4.2.9.2 A Promoter must, no more than 21 days after a meeting, pay all fees, travel and accommodation expenses due to Controlling Bodies, riders and officials in respect of that meeting.

4.2.9.3 A Promoter is responsible for the payment of all officials' fees and expenses other than the Steward's fee and any costs associated with the Race Director.

4.2.9.4 Unless otherwise instructed by the Relevant Controlling Body, a Promoter must, no more than 14 days after the results have been declared official, pay all prize monies and prizes due to the riders.

4.2.9.5 At events where drug or fuel testing has taken place a Relevant Controlling Body may instruct the Promoter to delay payments of prize monies until the results of those tests are published.

4.2.10 Betting at Meetings

4.2.10.1 No person involved in the conduct of any meeting may conduct any bet or wager in respect of that meeting.

4.2.11 Results

4.2.11.1 As soon as practicable and no more than five days after the completion of a meeting, the Steward must send the results to the Relevant Controlling Body.

4.2.11.2 Unless and until all protests and appeals arising from a meeting are finally determined, the results will be provisional.

4.2.11.3 In respect of any provisional results, any public announcement or advertisement concerning those results must state that they are provisional and are subject to official confirmation.

4.2.11.4 As soon as practicable and no more than five days after the final determination of all protests and appeals in relation to any meeting, the Relevant Controlling Body must announce that the results are final.

4.2.11.5 A meeting will commence and conclude at the times ~~fixed~~ determined by the Steward.

4.2.12 Results in Australian Championships and MA Series

4.2.12.1 Results in any Australian titled event or MA series event:

a) Must be faxed or emailed to MA by the Steward by 09:00AM on the Monday next following the event, and

b) Must include the names of all finishers in the event.

4.2.13 Supplementary Regulations [SR]

4.2.13.1 A Relevant Controlling Body may ~~make~~ approve SR, which must be consistent with these Rules, for the purposes of the promotion and conduct of any competition.

4.2.13.2 The SR:

a) Have the force and effect of these rules,

b) Must comply, as closely as possible, with the model SR in Appendix C;
c) Must be printed and in the prescribed form,
d) Must be delivered to those persons or bodies, whom the Relevant Controlling Body considers necessary to enable the competition to be conducted fairly and efficiently,
e) Must be published and displayed in a place to which officials and competitors have reasonable access,
f) Must not be amended after delivery and publication in accordance with this GCR unless, in the opinion of the Steward, exceptional circumstances arise requiring amendments.

4.2.13.3 SR for competitions must prescribe:
a) Venue descriptions,
b) Dates, times and places of competitions,
c) Entry times, methods and forms,
d) Competitor and other numbers and number plates,
e) Methods of machine examination,
f) Methods of practicing and qualifying,
g) Methods of starting and finishing,
h) Flags and signals,
i) Competition officials,
j) Entry and other fees,
k) Prizes and trophies,
l) Competition formats,
m) Methods of scoring,
n) Timetables,
o) Such other facts, matters or things as are necessary to ensure the fair and safe conduct of competitions.

4.2.13.4 SR bind support persons. Delivery, publication or display of SR in accordance with GCR 4.2.13.2 (d) or (e) shall be deemed delivery, publication and display of the SR to support persons.

4.2.13.5 Final instructions must be consistent for the purpose of any promotion and conduct with these rules and have the force and effect of these rules.

4.2.13.6 The Riders Briefing must remain consistent for the purpose of any promotion and conduct with these rules, and has the force and effect of these rules.

4.2.14 Supplementary Regulations for Australian Championships & MA Series

4.2.14.1 A draft of proposed SR for an Australian Championship or MA series must be sent to MA in electronic form (email) at least three months prior to the date of the event.

COMPETITION PROTOCOLS: AUSTRALIAN CHAMPIONSHIPS AND MA EVENTS

4.3 MA EVENTS

4.3.1 Events for which MA is the Relevant Controlling Body

4.3.1.1 The events for which MA is the Relevant Controlling Body are detailed in GCR 2.1.1.1 (b)

4.4 PROTOCOLS

4.4.1 Protocols for MA Series Events and International Meetings

4.4.1.1 Promoters are to deal directly with MA including:
a) The submission of date applications,
b) The submission of draft Supplementary Regulations,
c) Payment of fees, bonds and levies.

4.4.1.2 MA will advise State Controlling Bodies of series dates by 1st October in order that State Controlling Bodies may avoid clashes,

4.4.1.3 Permits may not be issued for Supercross meetings at venues within 100kms of a round of the Australian Supercross Championship eight weeks prior to and four weeks after the Championship round.

4.4.2 Protocols for Australian Championships not forming a Series

4.4.2.1 Promoters may make application to MA to host Championships, with a copy of the application sent to the relevant State Controlling Body. The application will include the proposed dates, venue, Promoter and address the criteria in GCR 4.4.

4.4.2.2 MA will award a Championship to Promoter which becomes responsible for ensuring the meeting is conducted to a standard be-

fitting an Australian Championship.

4.4.2.3 MA may require a Promoter to lodge a performance bond which may be totally or partially forfeited if key performance criteria are not met.

4.4.2.4 The Promoter is responsible for:

a) Providing MA with email draft Supplementary Regulations for approval,
b) Paying MA the performance bond, permit fee and rider insurance levy,
c) The adequate circulation of Supplementary Regulations,
d) Providing MA with comprehensive and accurate results by email the day after the meeting,
e) Ensuring there is appropriate promotion and publicity, which is to also incorporate the MA logo,
f) Ensuring all Rules governing the administration of Australian Championships are adhered to,
g) Ensuring the prescribed level of medical service is provided.

4.4.2.5 The following issues are key performance criteria Promoters will be assessed on:

a) Adequate number of officials and other personnel to properly conduct the meeting,
b) The performance of officials,
c) The appropriate promotion of Championships,
d) Provision of prescribed medical services,
e) Ensuring there are no date clashes with the Championship,
f) Correct signage,
g) An effective radio communication system,
h) An adequate control tower (where appropriate),
i) A safe venue,
j) Adequate public facilities,
k) Ensuring the MA logo and flag are displayed as required.

4.4.3 Supplementary Regulations and Entry Forms

4.4.3.1 MA will publish supplementary regulations and entry forms on www.ma.org.au for entrants to download.

4.4.3.2 Supplementary Regulations and entry forms for:

a) Series Championships may only be accessed from the MA website or the Promoter,
b) Stand-alone Championships may be accessed from the MA website, the host State Controlling Body or the Promoter.

4.4.4 Protest Fees, Licence Declaration Fees and Fines

4.4.4.1 Protest fees, licence declaration fees and fines are to be collected by the Steward and paid to MA.

4.4.5 Venues

4.4.5.1 Venues will be licensed by:

a) MNSW in the case of all NSW venues;
b) MA – Road Racing venues;
c) Stewards / Race Director – temporary Supercross venues.
d) State Controlling Bodies – all other venues; and
e) FIM – World Championships.

4.4.6 The Allocation of Australian Championships which do not form a Series

4.4.6.1 Promoters may make application to MA to host Championships, with a copy of the application sent to the relevant State Controlling Body.

4.4.6.2 The protocols for Australian Championships are detailed in this Chapter.

4.4.6.3 In considering applications, MA may have regard to any one or more of the following considerations:

a) The likely level of media exposure of, and public support for, the event,
b) The level of support for the discipline by the relevant State Controlling Body,
c) The regularity and frequency with which State Championships in the discipline in the area of the relevant State Controlling Body,
d) The financial resources of the Promoter and of any proposed Promoter of the event,

e) The quality of any proposed venue,
f) The provision of access to any proposed venue, and accommodation, for spectators.
g) The availability of quality officials,
h) The previous record of the Promoter in conducting Australian Championships,
i) Such other considerations, as MA considers relevant.

4.4.6.4 MA may refuse the application or may grant the same and may impose such conditions as it considers are necessary and reasonable for the fair, safe and effective conduct of the event. Within one month of receipt of written notification of the issue of the grant, the State Controlling Body must pay the prescribed permit fee to MA.

4.4.6.5 In the event of a Promoter to which an Australian Championship has been granted failing to pay the permit fee or to conduct the event in accordance with the grant:

a) The performance bond will be forfeited and may be applied by MA in reduction of the permit fee payable by any other Promoter to whom the conduct of the event is granted,
b) MA may offer the event to another Promoter.

4.4.7 The Allocation of Australian Championships Forming a Series

4.4.7.1 Promoters in each State may apply to MA to host a round of the relevant Championship.

4.4.8 Promotion of Australian Championships

4.4.8.1 Programs for Australian Championships must:

a) Indicate on the front cover the nature of the event,
b) Give visual prominence to title events over support events.

4.4.8.2 At all Australian Championships:

a) An MA flag and banner must be on display at the start or finish line at the event,
b) Competitors must place an MA supplied logo on the front number plate of their machines.

4.4.8.3 The MA logo must be displayed following the logo use style-guide issued by MA:

a) On all publications relating to the event,
b) On the front cover of the event program.

4.4.9 Listing of Australian Championships in State Calendars

4.4.9.1 The event calendar of a State Controlling Body hosting one or more Australian Championships in any year:

a) Must list each Australian Championship being hosted by that State Controlling Body in that year,
b) Must be sent to MA and all other State Controlling Bodies by no later than 31st October of the preceding year.

MSA MOTORCYCLING SOUTH AUSTRALIA INC.

Motorcycling South Australia is the Sate Controlling body for all recreational riding and motorcycle sport in the state of South Australia

Contact Us:

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Beulah Park, SA, 5067

Call (08) 8332 9000
administration@motorcyclingsa.org.au

www.motorcyclingsa.org.au

Get involved today!

5 ALTERNATIVE FORMS OF COMPETITION

5.1 ALTERNATIVE ACTIVITIES

5.1.0.1 Promoters may seek to conduct activities which are outside mainstream motorcycle sport. Such alternative forms of competition may include, but are not limited to:

a) Sand drags,
b) Hill climbs,
c) Other motorcycle activities.

5.1.1 Administration of Rules

5.1.1.1 These rules are to be administered in accordance with GCR 2.1.1.

5.1.2 The Licensing and Powers of Officials

5.1.2.1 Key Officials are required to be at least Level 3.

5.1.2.2 The powers, authorities and responsibilities of officials controlling these activities are those in GCR 2.4.

5.1.3 The Appointment of Officials

5.1.3.1 GCR 4.2.5 applies for the appointment of officials.

5.2 VENUES - ALTERNATIVE ACTIVITIES

5.2.0.1 Venues must be inspected and licensed in accordance with GCR 4.1.

5.3 PERMITS - ALTERNATIVE ACTIVITIES

5.3.0.1 An application for a permit must be in the prescribed form to the Relevant Controlling Body and must:

5.3.0.2 Be accompanied by the prescribed fee and draft Supplementary Regulations,

5.3.0.3 Be submitted at least 2 months before the date set for the meeting,

5.3.0.4 Be accompanied by evidence that the Relevant Controlling Body requirements regarding officials, indemnity forms and safety will be met,

5.3.0.5 Identify the proposed venue,

5.3.0.6 Include details of all ancillary activities.

5.4 SUPPLEMENTARY REGULATIONS - ALTERNATIVE ACTIVITIES

5.4.0.1 Promoters must include comprehensive details of the proposed competition in supplementary regulations.

5.4.0.2 State Controlling Bodies must submit the supplementary regulations to MA for approval.

5.4.1 UTV/SxS Additional Requirements

5.4.1.1 All vehicles must have two occupants for the entirety of the competition, including practice.

5.4.1.2 Protective clothing and equipment are required to be worn as detailed in the supplementary regulations.

5.4.1.3 Minimum 4 point harness must be fitted to the vehicle, as well as a ROPS approved canopy and side doors or nets, and

5.4.1.4 A fire extinguisher must be located on board that is readily accessible to both driver and passenger.

5.4.1.6 Driver and passenger must be able to comfortably reach all controls, contact points, hand holds with feet flat on the floor while firmly harnessed in the seat.

5.4.1.6 Class briefing to include discipline specific safety information.

5.5 LICENSING OF COMPETITORS - ALTERNATIVE ACTIVITIES

5.5.0.1 All competitors must be licensed in accordance with Chapter 3.

5.6 TECHNICAL SPECIFICATIONS - ALTERNATIVE ACTIVITIES

5.6.0.1 The technical specifications must be approved by MA and be included in the Supplementary Regulations.

5.6.0.2 UTV/SxS are allowed in competitions only where they do not share the track or compete with any other type of motorcycle. During the event, consideration should be given to relocating track officials away from track edge and behind safety fencing.

6 RECREATIONAL MOTORCYCLE ACTIVITY

6.1 PURPOSE

6.1.0.1 The purpose of these rules is to regulate and control recreational motorcycle activity which seeks to be sanctioned by MA. These rules are subject to State **and local legislation requirements.**

a) The by-laws are made under paragraph 2 of the Constitution,

b) The by-laws, and any determination made under them, and in accordance with them, bind all Controlling Bodies and all participants in recreational activity,

c) The by-laws are to be interpreted with the intent that recreational activity be safe.

6.2 RECREATIONAL ACTIVITIES

6.2.0.1 Recreational activity must not:

6.2.0.2 Be competitive,

6.2.0.3 Involve starts or finishes as defined in discipline chapters,

6.2.0.4 Be scored,

Note: Recreational use of UTV/SxS in open or multi-directional traffic areas with other motorcycles must be controlled by event officials. Separated use by timing or designated area, or use of systems such as corner man or unidirectional traffic planning are recommended.

6.3 CONTROLLING BODIES: RECREATIONAL ACTIVITIES

6.3.0.1 State Controlling Bodies are responsible for the administration of these by laws.

6.4 OFFICIALS: RECREATIONAL ACTIVITIES

6.4.0.1 Officials controlling recreational activity are required to be licensed, in accordance with GCR 2.4.

6.4.0.1 The powers, authorities and responsibilities of officials controlling recreational activity are those in GCR 2.4.

6.4.1 The Appointment of Officials

6.4.1.1 GCR 4.2.5 applies for the appointment of officials.

6.5 VENUES: RECREATIONAL ACTIVITIES

6.5.0.1 Venues for recreational activities are subject to approval by the Relevant Controlling Body.

6.6 THE PROMOTION AND CONDUCT OF RECREATIONAL ACTIVITY

6.6.0.1 Subject to these by-laws, recreational activity may be promoted or conducted by:

a) A State Controlling Body,

b) A club,

c) An affiliated Promoter.

6.7 PERMITS: RECREATIONAL ACTIVITIES

6.7.0.1 No recreational activity may be promoted or conducted without a Recreational Permit.

6.7.0.2 An application for a recreational permit must be in the prescribed form to the State Controlling Body and must:

a) Be accompanied by the prescribed fee,

b) Be submitted at least 14 days before the date set for the meeting,

c) Be accompanied by evidence that the State Controlling Bodies requirements regarding officials, indemnity forms and safety will be met,

d) Identify the proposed venue,

e) Provide evidence the club is insured to the satisfaction of the State Controlling Body.

6.7.0.3 If a meeting does not take place, any fee paid for the permit must be repaid unless in the opinion of the State Controlling Body the meeting did not take place because of the conduct of the permit holder. In that event, the State Controlling Body may withhold the refund wholly or in part at its discretion.

6.7.0.4 GCR 4.2.4 applies regarding forfeiture of a permit.

6.8 ENTRIES

6.8.0.1 A Promoter may invite entries from any person who holds:

a) A Recreational Licence.

b) A Competition Licence.

6.8.0.2 An entry form must be made available to all participants by the promoter of a recreational event and collect the following details: name, licence number if applicable, date of birth, machine details, and participant declaration. All participants must complete an entry form.

6.8.0.3 A riders briefing either written or verbal must be provided by the promoter of all recreational activities for all participants.

6.9 LICENSING OF PARTICIPANTS

6.9.0.1 A person may not participate in any recreational activity unless licensed under these Rules.

6.9.0.2 Persons being issued with a Recreational Licence do not need to be a financial member of a club.

6.9.0.3 An application for a Recreational Licence must:

a) Be to the State Controlling Body to which their club is affiliated,

b) Be in the prescribed form,

c) Be accompanied by the prescribed fee,

d) If the applicant is a minor, be accompanied by the written authorisation of at least one of the applicant's parents or the legal guardian of the applicant.

6.9.0.4 An application may be lodged with:

a) The club secretary, or

b) The State Controlling Body, or

c) The Promoter.

6.9.0.5 If the application is lodged with the club secretary or Promoter and:

a) The club secretary or Promoter ensures the form is correctly filled in,

b) The prescribed fee is paid and the applicant must be issued with the top copy of the application form which may be issued as proof of being licence for no more than 14 days from the date the application is countersigned by the club secretary or Promoter,

c) Relevant officials are satisfied the applicant can competently control their motorcycle.

6.9.0.6 Applications lodged with the club secretaries or Promoter are to be sent to the State Controlling Body with the prescribed fee within 48 hours of them being counter signed by the club secretary or Promoter.

6.9.0.7 On receipt of an application for the issue or renewal of a Recreational Licence the State Controlling Body may:

a) Delay the issue or renewal for no more than 14 days,

b) Refuse to issue or renew the licence,

c) Issue or renew the licence on such terms and conditions as it thinks fit.

6.9.0.8 An applicant who is aggrieved by a decision of the State Controlling Body under the previous by law may appeal to the appellate body of that State Controlling Body.

6.9.0.9 An Annual Recreational Licence continues in force for 12 months from date of issue.

6.9.0.10 A recreational licensee must produce the licence on demand to any key official during any meeting.

7 OFFENCES, PROTESTS AND APPEALS

7.1 OFFENCES

7.1.1 List of Offences

7.1.1.1 Any promoter, club, licensee, rider, member or support person, who:

a) Breaches any of these Rules, Policies or any Supplementary Regulations, Final or Riders **briefing instructions,**

b) Acts in a manner which is prejudicial to the sport or breaches the Code of Conduct,

c) Behaves in an offensive or abusive manner toward any competitor or any official exercising authority under these Rules,

d) Bribes or attempts to bribe, directly or indirectly, any competitor, Controlling Body, appellate body or official exercising authority under these Rules,

e) Offers, receives or offers to receive, directly or indirectly, any bribe in respect of the exercise of any authority under these Rules,

f) Enters, or attempts to enter, any ineligible person, body or machine in any competition or recreational activity,

g) Acts in a reckless or dangerous manner while participating,

h) Disobeys the lawful direction, order or requirement of any Controlling Body, appellate body, inspector or official under these Rules,

i) Obstructs or misleads any official in the exercise of any of the powers and duties conferred on that official by these Rules,

j) Assaults any participant or spectator or any official exercising authority under these Rules,

k) Without reasonable cause, fails to participate in a competition for which entrant fees have been paid by or on behalf of that person or body or in the case of Speedway a competitor who has nominated for that competition,

l) Does any act, the direct or indirect purpose of which is to breach or cause to be breached any agreement between any Promoter, entrant, or rider in respect of any competition or recreational event,

m) Participates in any competition or recreational event for which that person or body has failed to complete an entry form or pay entrant fees,

n) Being a Promoter advertises, and/ or programs riders who have not entered the meeting,

o) Being a Promoter, club, entrant, or rider knowingly publishes false information concerning the results of any competition,

p) Promotes, participates in, or officiates at any competition which is capable of being sanctioned by MA but which is not authorized under these Rules,

q) Uses other than the prescribed fuel in any competition,

r) Fails to comply with the direction of an authorised official to submit to a fuel test under these Rules,

s) Being an entrant causes or permits the rider entered by the entrant, or any Support person of that rider not to comply with these rules

t) Being a competitor or participating rider where any of their Support persons fails to comply with any of these Rules

u) Commits a doping offence under MA's Anti-Doping Policy,

v) Being an official who knowingly:

i) Signs a record of measurement as a personal record when it was not,

ii) Assists in the promotion or conduct of any competition which is not authorised under these Rules, or

iii) Fails to comply with these Rules, is liable to be penalised under these Rules.

7.1.1.2 Should a Support person breach any rule, the entrant, rider, licensee or competitor, may in addition to the Support person be held responsible and sanctioned in accordance with these GCRs.

7.1.1.3 Subject to Rule 7.1.1.4, a prosecution for any alleged offence under Rule 7.1.1.1 committed during the course of a meeting must:

a) If instituted by the Clerk of Course, be:
   i) Heard and determined by the Clerk of Course, or
   ii) Referred to the Steward, or

b) If instituted by the Race Director; be referred to the Steward, or

c) If instituted by the Steward, be
   i) Heard and determined by the Steward, or
   ii) Referred to the Relevant Controlling Body, or

d) If instituted by a duly appointed Inspector, be heard and determined by the Relevant Controlling Body.

7.1.2 Imposition of Penalties during Events

7.1.2.1 In any event during the course of a meeting, a Steward or Clerk of Course may fine, exclude, impose penalty or time points on, or relegate, any competitor, if:

a) The whole or any part of that competitor's machine has left the track and thereby gained an advantage, unless such action was:
   i) For the safety of other competitors, or
   ii) Due to the action of other competitors,

b) The competitor has gained an advantage as a result of an unfair start,

c) The competitor has been guilty of unfair or unsafe conduct,

d) The competitor receives outside assistance other than:
   i) By a relevant official at the start of an event, or
   ii) In the interests of safety,

e) The competitor's machine is dangerous,

f) The competitor's machine does not comply with the requirements of these Rules or any supplementary regulations,

g) The competitor has ~~unreasonably~~ refused to submit to a medical test required by the Steward under these Rules,

h) The competitor, or the competitor's team, has breached the refueling Rule.

7.1.2.2 For the purposes of GCR 7.1.2.1, outside assistance includes radio communication, provided that supplementary regulations may permit outside assistance.

7.1.2.3 No person may protest against, or appeal from, a decision to impose a penalty during an event.

7.1.2.4 For the purpose of this GCR a decision does not operate as such unless and until it is notified to the competitor affected by it or to that competitor's team, providing such notification is practicable within the context of the event.

7.1.2.5 For the purpose of this GCR, a penalty imposed during a event must be **notified and actioned by the Steward** or Clerk of Course, within the context **and time limits of the start and finish of** the event.

7.1.3 ~~Hearing~~ Investigation and Determination of Charges during Meetings

7.1.3.1 In any proceeding relating to the imposition of penalties for offences committed during the course of a meeting:

a) The Steward or Clerk of Course:
   i) May act on their own initiative,
   ii) May act on such information and in such manner as they think fit having regard to the conduct for which a penalty is to be imposed,
   iii) Must, in respect of all prosecutions ~~other than those under GCR 7.3.2,~~ conduct an investigation ~~hearing~~ ,

iv) Must, as soon as practicable after determining the penalty, inform the person, rider or competitor and the competitor's team of the penalty imposed, and

v) May not impose any fine greater than the maximum prescribed in by-laws.

b) No person may be represented by a legal practitioner.

7.1.4 Inspectors

7.1.4.1 A Controlling Body may, by written authority, appoint Inspectors.

7.1.4.2 The powers and duties of Inspectors are:

a) To institute prosecutions for offences under these Rules other than offences alleged to have been committed by competitors during the course of an event, and

b) To collect and collate evidence reasonably required for the preparation of any prosecutions under these Rules, and to present such evidence to the Relevant Controlling Body,

c) To investigate the conduct of meetings and make recommendations to the Relevant Controlling Body.

7.1.4.3 In performing duties under these Rules, an Inspector:

a) May ask questions and give directions as reasonably required,

b) Must comply with all directions of any appellate body, and

c) Must maintain proper and accurate records of all investigations undertaken and any proceedings arising there from.

7.1.5 Charges

7.1.5.1 Charges for offences under these Rules, other than by Stewards, Race Director or Clerks of Course may only be instituted by Inspectors.

7.1.5.2 In relation to any charge instituted by an Inspector:

a) The offence will not be taken to have been committed unless proved to the satisfaction of the Relevant Controlling Body,

b) The person charged may be represented by a legal practitioner or other advocate or may be unrepresented,

c) The person charged may:

i) Give evidence,

ii) Call any witness,

iii) Produce any exhibit, or

iv) Remain silent, and no adverse inference may be drawn from the exercise of the right of silence.

d) The Relevant Controlling Body must:

i) Deliver written reasons for the finding to the person charged, whether of guilty or innocent, and any penalty imposed.

e) The Relevant Controlling Body may refer charges to its appellate body.

7.1.6 Penalties

7.1.6.1 In imposing any penalty, the Steward, Clerk of Course, Relevant Controlling Body or the appellate body must have regard to the following principles:

a) No penalty should be imposed (excepting rule 7.1.2) unless and until the offender has been given the opportunity to make representations as to the nature and extent of the penalty,

b) In ordinary circumstances a single penalty should be imposed for a single offence,

c) The punishment for an offence should be commensurate with the gravity and effects of the offence,

d) The interests of the sport are paramount,

e) The severity of penalties imposed on an individual should increase if that individual continues to commit offences against these Rules,

f) Mitigating factors put by, or on behalf of an offender, must be taken into account, as must the effects on others of the actions of the offender.

7.1.6.2 The Clerk of Course may impose the following penalties for any offence committed under these Rules:
- a) A reprimand,
- b) A fine no greater than $2,000 ~~$1000~~,
- c) Relegation,
- d) Exclusion.
- e) Removal or ejection from the venue

7.1.6.3 The Steward may impose the following penalties for any offence committed under these Rules:
- a) A reprimand,
- b) A fine no greater than $4,000 ~~$2,000~~,
- c) Relegation,
- d) Exclusion,
- e) Suspension of no more than six (6) months.
- f) Removal or ejection from the venue

7.1.6.4 The Relevant Controlling Body may impose the following penalties for any offence committed under these Rules:
- a) A reprimand,
- b) A fine no greater than $8,000 ~~$7,000,~~
- c) Relegation,
- d) Exclusion,
- e) Suspension of no more than 24 months.

7.1.6.5 The Relevant Controlling Body may determine a period during which a licence will not be issued to persons falsely completing a licence declaration under GCR 3.1.1.9. b).

7.1.6.6 An appellate body may impose the following penalties for any offence committed under these Rules:
- a) A reprimand,
- b) A fine no greater than $10,000,
- c) Relegation,
- d) Exclusion,
- e) Suspension,
- f) Disqualification.

7.1.6.7 In imposing a penalty under these Rules an appellate body may:
- a) Fix a time for payment of any fine,
- b) Suspend the operation of any penalty unconditionally or subject to terms and conditions,
- c) Fix a time for the commencement of any penalty, but in the absence of such fixing, the penalty will commence from the moment of its pronouncement,
- d) Impose such conditions as are in the circumstances just and expedient,
- e) Require the offender to deliver any document, record, material, object, piece of equipment, machine or thing as is reasonably necessary to ensure:
  - i) That the penalty is carried into full force and effect,
  - ii) That all persons or bodies affected are made aware of the penalty, and
  - iii) That any consequential orders or directions are complied with.
- f) Make such consequential orders or directions as the appellate body considers necessary and reasonable for the full and effectual operation of the penalty.

7.1.6.8 Unless otherwise ordered:
- a) Every decision of an appellate body will take effect from the moment of pronouncement of the penalty,
- b) The operation of a decision of an appellate body will be suspended upon the lodging of a notice of appeal against the decision.

7.1.7 Penalties: Juniors

7.1.7.1 The Steward may fine or exclude any junior competitor for the actions of the agents or parents of the competitor.

7.1.8 Default Penalties

7.1.8.1 Any person or body having power to impose any fine under these Rules must fix a time no more than 30 days from **notification** within which the fine is to be paid.

7.1.8.2 A Relevant Controlling Body may impose, as a penalty in default of payment of the fine within that time, a penalty of suspension. ~~or disqualification, which may be double the period the payment of the fine was in default.~~

7.1.9 Tests for Prohibited Substances

7.1.9.1 A person who commits a doping offence contrary to the MA Anti-Doping Policy will be sanctioned by MA in accordance with that policy which is published in this manual.

7.1.9.2 For the purposes of this GCR:

a) A State Controlling Body may, by instrument in writing, delegate to MA its authority to administer tests under this GCR, and in that case, MA will be deemed to be the Relevant Controlling Body in relation to the administration of tests,

b) The Relevant Controlling Body is responsible for the receipt of the results of tests.

7.1.10 Prohibited Substances

7.1.10.1 Refer to the World Anti-Doping Agency (WADA) Prohibited List under Chapter 25 for prohibited substances.

7.1.11 Fines

7.1.11.1 Fines are payable to the Relevant Controlling Body.

7.1.12 Suspension and Disqualification

7.1.12.1 An order for suspension of any person or body will operate throughout the period thereof so as to prevent that person or body from participating in any competition or recreational event.

7.1.12.2 An order for suspension or disqualification from competition may operate so as to prevent from participation in competition a machine or machines of a particular manufacturer provided that no such order may be made unless the appellate body is satisfied that the offence or offences leading to the making of the order were committed with the knowledge, or at the instigation, of the manufacturer or the manufacturer's agent.

7.1.12.3 Any person or body who is the subject of:

a) An order of exclusion, or

b) An order for suspension or disqualification for any offence committed at, connected with, or arising from, any competition; is liable to forfeit the right to receive or retain any award, trophy or prize in respect of that competition.

7.1.12.4 If any penalty imposed alters the result of any competition, the Relevant Controlling Body must, as soon as practicable after being notified of the penalty, alter the record of that competition so as to reflect the alteration

7.2 PROTESTS

7.2.1 Right of Protest

7.2.1.1 With the exception of penalties imposed during an event any entrant or competitor may protest:

a) Against a decision to reject an application by a competition licence holder to compete in any competition,

b) Against a decision, action or determination of any official,

c) Against the action or conduct of any other competitor, entrant, mechanic or team member during the course of any event.

7.2.1.2 Any protest must:

a) Be in writing,

b) Be accompanied by the prescribed fee of $100 which will be refunded if the protest is upheld, or if not must be remitted to the Relevant Controlling Body,

c) Received by the Clerk of Course and conveyed to the Steward, ~~Be made to a Steward of the relevant meeting,~~

d) Comply with the following time limits:

i) For a protest under sub-Rules a) and b) of the previous Rule, ~~as soon as practicable~~ 48 hours after being informed of the decision,

ii) For a protest under sub-Rule c) of the previous Rule, no more than 30 minutes after the action or conduct,

iii) For a protest under sub-Rule c) in a Speedway or Supercross meeting, no more than five (5) minutes after the **finish of** the event where the action or conduct took place.

7.2.2 Protest Hearings

7.2.2.1 A Steward must hear and determine any protest and must notify the outcome to the protester, and any person materially affected, within a reasonable time.

7.2.2.2 A Steward may refer any question raised in any protest, or the protest itself, to the relevant appellate body and must:

a) Notify such referral to the protester, and to any person materially affected by the protest,

b) Provide to the appellate body all evidence and exhibits submitted to the Steward in relation to that protest,

c) Comply with all directions and instructions of the appellate body.

7.2.2.3 In hearing and determining any protest, a Steward may:

a) Direct any reasonable alteration or modification to any course,

b) Alter or amend any program,

c) Overrule, vary or amend any decision or direction of an official,

d) Substitute for any decision of an official, the decision of the Steward with or without conditions,

e) Give such directions, instructions or orders as the Steward thinks fit for the efficient and fair conduct of any competition,

f) Alter, vary or amend the result of, or prize for, any competition,

g) Do whatever is necessary for the proper consideration of the protest.

7.2.2.4 In hearing and determining any protest, a Steward must apply the following principles:

a) The protester and any person materially affected or likely to be so affected by the outcome of the protest must be notified of the protest and the time and place fixed for the hearing,

b) The determination of the protest must be in writing and published to the protester and any person affected by the determination,

c) The principles of natural justice must apply,

d) The protester and any person materially affected or likely to be so affected by the determination may not be represented by a legal practitioner,

e) The Steward is not bound by the rules of evidence and may be informed of facts in such manner as the Steward thinks fit,

f) The Steward must determine the protest according to equity, good conscience and the substantial merits of the case,

g) Unless otherwise ordered, every decision made by a Steward will take effect from the moment of pronouncement of the decision.

7.2.3 Protests - Engines

7.2.3.1 If an engine is measured for the purposes of a protest, the protesting party must submit a $500 bond in addition to the protest fee. This bond will be refunded in full if the measured engine is found to be illegal. If the measured engine is found to be legal any ~~reasonable costs in reassembly up to a maximum of~~ the $500 will be forfeited ~~deducted and the remaining bond returned to the protesting party.~~

7.2.4 Protests - Juniors

7.2.4.1 In addition to Rule 7.2.1.1 c) the Rules regulating the making of protests in all competitions, Juniors must comply with the following:

a) A protest may only be made by a competitor,

b) The competitor must indicate the protest to an official prior to returning to the pits,

c) The Clerk of Course must designate an area, to be announced at the riders' briefing and to be marked by a purple flag, where an official must be present to note any indications of protest,

d) No discussion on the content of the protest may take place at the marked position,

e) A competitor who indicates a protest must return to the pits and present the protest to the Clerk of Course.

7.3 APPELLATE BODIES

7.3.1 The Appointment of Appellate Bodies

7.3.1.1 Each Controlling Body must appoint a suitably qualified person or persons as an appellate body. A person is suitably qualified if:

a) In the case of an appellate body consisting of one member, that person is an admitted practitioner of the Supreme Court of any State or Territory of Australia, or

b) In the case of an appellate body of three members, the chair is held by an admitted practitioner of the Supreme Court of any State or Territory of Australia and the other members have knowledge of, and experience in, any aspect of the sport.

7.3.1.2 No person may sit as a member of an appellate body, hearing any appeal, if that person has an interest in the outcome of the appeal.

7.3.2 Hearings by Appellate Bodies

7.3.2.1 An appellate body must hear and determine each appeal and in so doing:

a) Is not bound by the rules of evidence,

b) May inform itself in such manner as it thinks fit,

c) Must act according to equity, good conscience and the substantial merits of the case,

d) May affirm, quash or vary the decision appealed against in such manner and subject to such conditions as it thinks fit,

e) May not impose any fine greater than that prescribed in by-laws,

f) Must publish reasons for its decision,

g) May, at its discretion, award such costs to any party as it thinks fit.

7.3.2.2 An appellate body may not direct that an event be re-run.

7.3.3 Decisions by Appellate Bodies

7.3.3.1 Unless otherwise ordered:

a) Every decision made by an appellate body will take effect from the moment of pronouncement of the decision,

b) The operation of a decision of an appellate body will be suspended upon the lodging of a notice of appeal against the decision.

7.4 APPEALS

7.4.1 Right to Appeal

7.4.1.1 A person or body having a material interest in a decision of:

a) A Steward or jury arising from a protest, or

b) A Key Official of a recreational event, or

c) A specialist sub-committee may appeal to the appellate body of the Relevant Controlling Body.

7.4.1.2 A person or body, including a Steward of a meeting, having a material interest in a decision of a State Controlling Body or the appellate body of an State Controlling Body, may appeal to the appellate body of MA.

7.4.2 Commencement of Appeals

7.4.2.1 Appeals must be commenced by notice of appeal which must be:

a) In writing and signed by the appellant,

b) Lodged with the relevant appellate body, and

c) Accompanied by the prescribed filing fee of $1000 for National Championship series and $500 for State permitted events.

7.4.3 Time Limits for Appeals

7.4.3.1 The time for lodging a notice of appeal is ~~21~~ 14 days after the decision has been notified to the appellant.

7.4.3.2 An appellate body may extend the time for lodging a notice of appeal if it considers that it is just and equitable so to do.

7.4.3.3 Unless otherwise directed by the appellate body, appeals must be heard and determined no more than four (4) months after lodgement of the notice of appeal.



8 JUDICIAL COMMITTEE GUIDELINES

8.1 MA HEARING GUIDELINES

8.1.1 Composition of the Committee

8.1.1.1 The Judicial Committee is the National appellate tribunal of MA.

8.1.1.2 Appointed members of the Committee must be either:

a) A practitioner of the supreme court ~~qualified lawyer~~; or

b) A person with appropriately extensive knowledge of, and experience in the sport.

8.1.1.3 The Committee's President must be a practitioner of the supreme court ~~qualified lawyer~~.

8.1.1.4 The Committee sits either as a:

a) Panel of up to three members chaired by a practitioner of the supreme court ~~lawyer~~; or

b) Committee of one who must be a practitioner of the supreme court ~~lawyer~~.

8.1.1.5 Matters generally come before the Committee either as:

a) Appeals from State appellate tribunals.

b) Appeals from protest hearings, conducted by Stewards or juries, where the event is National or is part of a National series; or

c) As disputed questions on the interpretation of the GCRs.

8.1.2 Notice of Appeal

8.1.2.1 When considering lodging an appeal to the Committee. It is important to note:

a) The Notice of Appeal must be lodged at the MA office in Melbourne.

b) The time limit for the lodging of the Notice is ~~21~~ 14 days from the date of the written notification of the decision being appealed.

c) The Notice must be accompanied by the prescribed lodging fee.

d) There is no particular setting out or style required, however, the Notice should specify:

i) The person or body whose decision is being challenged;

ii) The date and place of the decision;

iii) What the decision was;

iv) A short outline (preferably in point form) of why the decision is said to be wrong.

8.1.2.2 A copy of the Notice of Appeal should be posted to the person or body whose decision is being challenged.

8.1.3 Conduct of Hearings

8.1.3.1 Hearings are usually, but not always, held in Melbourne. Interstate telephone hook-ups are used on occasions.

8.1.3.2 Hearings are normally conducted on a mid-week evening from 1900 hours. They are scheduled, as far as is possible, as the parties' request.

8.1.3.3 Hearings generally last 2-3 hours.

8.1.3.4 Parties to an appeal can present their own case may choose to be represented by a lawyer, or they may choose to be represented by a person who, though not a lawyer, is familiar with their case and who can explain it to the Committee.

8.1.3.5 About one third of appellants have legal representation, another third had non-legal representation – and the other third presented their case themselves.

8.1.3.6 Typically, the parties are notified in writing of the Committee's decision within 10 to 14 days of the hearing.

8.1.3.7 Written reasons for the Committee's decision accompany the decision itself. Where the Committee sits as a panel it arrives at one decision, i.e. it does not produce a majority decision and a dissenting minority decision.

8.1.3.8 When a hearing has concluded there can be no further communication between the parties and the Committee.

8.1.3.9 If a party loses an appeal, any request it may make of the Committee to reconsider its decision will be ignored.

8.1.3.10 Enquiries and requests about the scheduling of hearings should be directed to the MA office.



9 ROAD RACE

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APPLICATION OF CHAPTER

The Rules set out in this chapter are for the discipline of Road Race.

Everything that is not authorised and prescribed in this chapter is strictly prohibited.

SECTION 9A: AUSTRALIAN CHAMPIONSHIPS

9.1 CATEGORIES FOR SENIOR AUSTRALIAN ROAD RACE CHAMPIONSHIPS

SENIOR ROAD RACE
Superbike
Supersport
~~Moto3, 125 GP & 250 GP Mono~~
Supersport 300
Women - ~~Up to 300cc Production~~ Supersport 300
Sidecars F1
Sidecars F2

9.2 CATEGORIES FOR JUNIOR AUSTRALIAN ROAD RACE CHAMPIONSHIPS

AGE RANGE	CAPACITY/CLASS
11 ~~12~~ to under 16	85cc 2-stroke
11 ~~12~~ to under 16	Up to 160cc 4-stroke



9.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES

9.3.1 Individual Competitions

9.3.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each Championship solo class and 1st, 2nd and 3rd placed rider and passenger in the Championship sidecar class at all Australian Championship meetings.

9.3.2 All Competitions

9.3.2.1 At least the first 3 place getters in any Australian Championship event must be awarded a sash or similar permanent memento of the achievement by the Promoter, irrespective of MA awards.

9.3.2.2 Medallions and points will be awarded in the Australian Road Race Championships where there are:

a) 15 or more starters for Senior solo classes who actually participate in practice, qualifying or races,

b) 10 or more starters for Junior solo classes who actually participate in practice, qualifying or races,

c) 10 or more starters for sidecar classes which actually participate in practice, qualifying or races.

d) 6 or more starters for all female classes who actually participate in practice, qualifying or races,

9.3.3 Duke of Edinburgh Trophies

9.3.3.1 The Duke of Edinburgh Trophies will be inscribed each year with the names of the winners of the highest capacity solo and sidecar Australian Championship for the following:

a) Australian Superbike Championship Series: Superbike, and

b) Australian Sidecar Championship: F1.

9.3.3.2 The trophies will be held by MA.

SECTION 9B: COMPETITION CLASSES

9.4 SENIOR COMPETITION CLASSES

CLASS	CAPACITY
Superbike	1000cc four cylinder 4-stroke 1300cc two cylinder 4-stroke
Supersport	600cc four cylinder 4-stroke 675cc three cylinder 4-stroke 750cc two cylinder 4-stroke
Superstock 1000	1000cc four cylinder 4-stroke 1300cc two cylinder 4-stroke
Moto3/250 GP Mono	250cc single cylinder 4-stroke
125GP	125cc single cylinder 2-stroke
~~250 Mono~~	~~250cc single cylinder 4-stroke~~
250/300/500 Production	250/300/500cc single or twin cylinder 4-stroke: Capacity and configuration as per supplementary regulations
Formula One Sidecar	Up to 1000cc, up to four cylinder 4-stroke
Formula Two Sidecar	1000cc two cylinder 4-stroke 600cc four cylinder 4-stroke

9.5 JUNIOR COMPETITION CLASSES

AGE RANGE	CAPACITY/CLASS
7 to under 10	Up to 50cc Auto
9 to under 12	Up to 50cc Manual
9 to under 12	Up to 70cc Manual
11 ~~12~~ to under 16	Up to 85cc 2-stroke & 160cc 4-stroke Manual
13 to under 16	125GP, 250 GP Mono, Moto3, 250/300/500 Production

SECTION 9C: COMPETITION RULES

9.6 ELIGIBILITY: GENERAL

9.6.0.1 No person may participate in any competition, other than an Australian Championship, unless and until that person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that competition.

9.6.0.2 No person may participate in an Australian Championship unless and until:

a) That person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that meeting, or

b) If stipulated in supplementary regulations, the person provides the Scrutineer with a signed checklist that the protective clothing/equipment and machine have been self-scrutineered.

9.6.0.3 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.

9.6.0.4 The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.

9.6.0.5 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.

9.6.0.6 In the interpretation of any Rule relating to the design requirements for any machine or class of machines, reference may be made to relevant diagrams appearing in these Rules.

9.6.1 Electric Machines

9.6.1.1 Electric machines are eligible to compete in Road Racing. These machine are only eligible to compete in their own class with other electric machines. Electric machine classes must be defined in supplementary regulations and approved by the Relevant Controlling Body.

9.7 ELIGIBILITY: ROAD BIKE FREESTYLE

9.7.1 Road Bike Freestyle Licence Conditions

9.7.1.1 No person may participate in Road Bike Freestyle unless they:

a) Are at least 18 years of age,

b) Have a current MA Senior National Competition licence endorsed for Road Bike Freestyle by the Relevant Controlling Body,

c) Wear the required protective clothing/ equipment as per GCR 9.10

9.7.1.2 To gain a Road Bike Freestyle endorsement, a rider must:

a) Have a MA Senior National Competition licence,

b) Successfully complete the MA competency assessment for Road Bike Freestyle conducted by an assessor approved by MA.

9.7.1.3 A person with this endorsement can only perform at MA approved events.

9.7.1.4 The endorsing assessor/coach must:

a) Reach the requirements set by MA to endorse Road Bike Freestyle,

b) Have a minimum Level 1 Coaching Accreditation and Licence.

9.7.2 Road Bike Freestyle Machine Eligibility

9.7.2.1 Any size machine is acceptable for Road Bike Freestyle.

9.8 ELIGIBILITY: JUNIORS

9.8.0.1 Juniors only to compete in Junior competitions.

9.8.0.2 In Junior competition,

a) A rider's age on 1st January will determine their age for competition purposes for that year,

b) A rider may move to the next higher age class when they become eligible by reason of celebrating a birthday, but once the rider moves to that higher age class, they may not move back to the lower age class,

c) Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,

d) This GCR applies to all riders up to and including the age of 16 years.

9.8.0.3 No person who is unable to lift his or her machine unaided from the horizontal to the vertical may compete in any Junior competition.

9.8.0.4 No applicant will be issued with their first competition licence if they are under the age of 7 years.

9.8.0.5 Unless otherwise permitted in writing by the Relevant Controlling Body, for any event there must be no greater age variation between competitors than 4 years.

9.8.0.6 Subject to the following two GCRs, a Relevant Controlling Body may permit age group racing, graded racing, or a combination of both.

9.8.0.7 Age group racing:

a) Subject to sub-Rule b), only competitors in the same age groups may compete against each other,

b) Competitors from different age groups in the following classes may compete with each other if there are insufficient entries for each class:

i) 85cc 2-stroke and 100cc to 150cc 4-stroke single cylinder,

ii) 100cc to 150cc single cylinder and 250cc 4-stroke.

9.8.0.8 A Relevant Controlling Body may grade Junior competitors according to their respective skills.

9.8.0.9 Subject to GCR 9.8.0.2 and 9.8.0.3, Competitors aged 13 to under 16 years in the Road Race discipline may compete in other than a Junior competition if that competition is:

a) 125cc GP class,

b) 250 Mono class,

c) Moto3 class,

d) 250/300/500 Production class.

9.8.0.10 Competitors aged 13 to under 16 years may participate in classes listed in GCR 9.8.0.9, provided the following conditions are met:

a) The State Controlling Body is satisfied of their competence,

b) The competitor obtains a licence endorsement for Road Racing only,

c) The competitor competes in the classes listed in GCR 13.8.0.9 or in combined classes with similar performing machines e.g. 250/300/500cc Production, 400cc 4-stroke.

9.8.0.11 State legislation will override GCR 9.8.0.9 where applicable.

9.8.1 Junior Road Race Endorsements

9.8.1.1 Endorsements will be issued for:

- Up to 85cc 2-stroke / 160cc 4-stroke
- 125cc 2-stroke / 250cc 4-stroke
- Road Race 13 to under 16 race with Seniors

9.9 GENERAL RULES

9.9.1 Homologation

9.9.1.1 For any competition, MA may require that any machine, or any part of a machine, including tyres, be homologated. For homologation details contact MA.

9.9.2 Cameras

9.9.2.1 Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.

9.10 PROTECTIVE CLOTHING AND HELMETS

9.10.0.1 No competitor may practice, start or compete in any Road Racing competition unless wearing the protective clothing and equipment as outlined in Appendix A: Protective Clothing and Equipment.

9.11 MACHINE AND RIDER IDENTIFICATION

9.11.1 Number Plates

9.11.1.1 For Road Racing a minimum of two allocated numbers and number plates are required:

a) One on the front, either in the centre of the fairing or slightly off to one side,

b) One across the top of the rear seat section with the top of the number facing toward the rider.

c) One on each side of the fairing or on the lower rear portion of the lower fairing.

9.11.1.2 Number plates must:

a) Where they are not an integral part of the machine or streamlining and are under 1.6mm thickness, have rolled or wire edges,

b) In the case of rectangular plates, have corners formed to a 38mm radius,

c) In the case of bolt-on number plates, be made of rigid material with minimum dimensions of 235mm height and 285mm width; and

d) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

9.11.1.3 Front number plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm border.

9.11.1.4 If used, side number plates must:

a) ~~Be fitted above a horizontal line drawn through the rear axle on faired machines.~~ Be placed on the fairing flanks in a position where they are not obscured by the riders legs, or in the mid to rear section of the lower fairing (belly pan),

b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest, on unfaired machines be located behind the rider in a position where they are not obscured by a seated rider and do not present a safety hazard,

c) These numbers must be ~~the same size as the front numbers.~~

Minimum height: 120mm

Minimum width: 70mm

Minimum stroke: 20mm

Minimum space: 10mm

9.11.1.5 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.

9.11.1.6 Advertising is permitted on all machines, but must be at least 25mm clear of the number plate background and the riders' name by either gap or a contrasting colour

strip, unless the advertising is an integral part of the back plate cover.

9.11.2 Number Plate Colours

9.11.2.1 Number plate colours for Senior and Junior competition must be as follows:

SENIOR CAPACITY or CLASS	BACKGROUND COLOUR	FIGURE COLOUR
Up to 125cc	Black	White
126cc to 250cc	Dark Green	White
251cc to 350cc	Mid Blue	White
351cc to 500cc	Canary Yellow	Black
~~501cc to 750cc~~	~~White~~	~~Black~~
501cc to 750cc	White	Blue
751cc and over	White	Black
~~751cc and over~~	~~Mail Box Red~~	~~White~~
Up to 500cc Sidecar	Canary Yellow	Black
Over 500cc Sidecar	White	Black
Formula Two Sidecar	Mail Box Red	White
JUNIOR CAPACITY or CLASS	**BACKGROUND COLOUR**	**FIGURE COLOUR**
Up to 70cc	Canary Yellow	Black
70cc and over	Black	White

9.11.2.2 Additional colour combinations may be used, at the discretion of the Relevant Controlling Body.

9.11.2.3 Australian Superbikes may use any contrasting colour on side number plates providing they are legible at 20 metres.

9.11.3 Number Plate Figures

9.11.3.1 Unless otherwise specified in supplementary regulations, Road Race discipline number figures must be Arial Rounded MT Bold font or one of the fonts outlined in GCR 9.11.5; in all fonts used the serif on number '1' may be shortened or removed but not extended.

9.11.3.2 Figures must be clearly legible, the minimum being:

DIMENSION	MEASUREMENT (mm)
Height	140
Width of each figure	75
Space between 2 figures	25
Space between figures and edge of number panel	12

9.11.4 Junior Number Plates

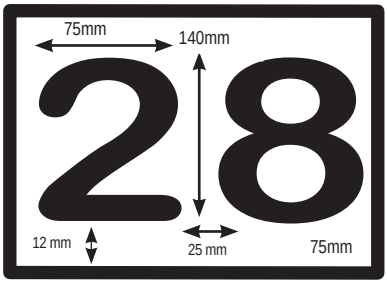
9.11.4.1 Number plates for Juniors must be as follows:

a) A minimum plate size of 225mm width and 200mm height,

b) Figures with minimum sizes of 100mm height and 20mm width of stroke.

Fig 9.11

Sample and Dimensions of Number Plate Figures [minimums]



Arial Rounded MT Bold font

1234567890

9.11.5 Approved FIM fonts

Futura Heavy



Futura Heavy Italicy



Univers Bold



Univers Bold Italic



Oliver Med.



Oliver Med. Italic



Franklin Gothic



Franklin Gothic Italic



9.12 RACE MEETING PROTOCOLS

9.12.1 Flags and Signals

9.12.1.1 The minimum dimensions of all flags must be 500mm x 500mm.

9.12.1.2 Track flags and signals as per Appendix B: Track Flags & Signals.

9.12.2 Measurement at Meetings

9.12.2.1 A Steward of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the Relevant Controlling Body.

9.12.2.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

9.12.3 Measurement: All Australian and State Championship Events

9.12.3.1 All machines must have provision for the placement of sealing wire.

9.12.3.2 An entrant may request that the entrant's machine be measured and sealed before the event. As soon as practicable after receiving the request the Measurer for the event must measure and seal the machine. Any machine examined under this sub-rule may, on application by the entrant, at the discretion of the Measurer, be exempted from further examination at the event.

9.12.3.3 The 1st, 2nd, 3rd and 4th placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, and the event result will be provisional;

a) At the conclusion of that period, if no protest is received, the result will be final,

b) If the machines are to be ridden in another event within that period, they must be sealed before being returned to the competitor for that event,

c) If no protest is received within that period, the seals may be removed.

9.12.3.4 Any machine sealed as the result of a protest may only be measured by a Measurer. All Measurer's reports, together with the seals, must be delivered to the Relevant Controlling Body within 21 days after the event.

9.12.3.5 No prize monies may be paid until Measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

9.12.4 Venues

9.12.4.1 Road Racing venues will be licensed by MA.

9.12.5 Qualifying

9.12.5.1 Unless otherwise provided for in the supplementary regulations, qualifying for starting grid positions must be held.

9.12.5.2 For events consisting of more than one race, starting grid positions will be determined by the following methods:

a) For the first race, by qualifying time,

b) Subject to the supplementary regulations, for a subsequent race in the same event, by qualifying order or by the order of finishing in the immediately preceding race.

9.12.5.3 In the absence of qualifying the Clerk of Course must allocate starting grid positions.

9.12.5.4 Subject to the supplementary regulations, the Clerk of Course may permit to start any competitor who has not qualified to start.

9.12.6 Starts

9.12.6.1 All competitors must, in relation to the start of any event, comply with directions issued by, and under the authority of, the Starter. For such purposes the Starter, on the instructions of a key official, may:

a) Delay a start,

b) Direct a re-start,

c) Direct a competitor to start from:

i) The back of the starting grid,

ii) The pit lane,

iii) The rear of the field, or

iv) Such other position as shall be required for the safe, fair and orderly start of the event.

d) Exclude a competitor who is late for the start.

9.12.6.2 The method of starting will be as prescribed by supplementary regulations.

9.12.6.3 The start of an event occurs:

a) When the order to start is given, or

b) For flying starts, when the starting line is crossed.

9.12.7 Starting Grid Format: Solo

9.12.7.1 The starting grid format for solo machines will be as follows:

a) The fastest qualifying machine will occupy pole position which will be in the front row on the opposite side of the track from the direction of the first corner,

b) The remaining machines will be arranged on the grid in descending order of qualifying times,

c) All machines must start within their nominated grid position parallel to track direction.

9.12.7.2 For grid formations please refer to the relevant MA track specifications.

9.12.8 Starting Grid Format: Sidecars

9.12.8.1 The starting grid format for sidecars will be as follows:

a) The fastest qualifying machine will occupy pole position which will be in the front row on the opposite side of the track from the direction of the first corner,

b) The remaining machines will be arranged on the grid in descending order of qualifying times.

9.12.8.2 The grid formation details and dimensions for sidecar competition can be found in the relevant MA track specifications.

9.12.9 Jump Starts

9.12.9.1 Each machine must remain stationary within its grid position until the start signal is given.

9.12.9.2 A jump start occurs when there is any movement from the machine or the machine is not in its nominated grid position when the field is in the starters control prior to the start signal being shown.

9.12.10 Finishes

9.12.10.1 For events where speed is the determinant:

a) A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:

i) To the first to complete the event, who will, subject to the results of any protests, be the winner, and

ii) Thereafter to each competitor who:

- Has completed not less than 75% of the event distance,
- Is still competing in the event on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the event being the determinant of placings.

b) The finish of the event occurs when the flag is displayed to the last competitor under GCR 9.12.10.1 a),

c) The finish occurs for each machine when the foremost part of the machine crosses the line,

d) Where there are two competitors required to be on one machine together, both must finish the event in contact with the machine. On a solo machine the competitor must finish the event in contact with the machine,

e) In case of a dead heat between competitors for a place:

i) The places and the awards for those places will be combined,

ii) The participants in the dead heat will share the places and awards equally,

iii) The remaining places will be relegated by the number of participants in the dead heat.

9.12.11 Juniors: Starts and Finishes

9.12.11.1 In addition to the general start requirements for all competitors, Juniors must comply as follows:

a) When assembled for the start of an event, and during the event, no competitor may receive outside assistance other than at the direction of the Steward, the Clerk of Course or the Starter,

b) Pit board signals may be used for Junior Road Race,

c) When the number of competitors exceeds one full grid:

i) Elimination heats must be held which may include semi-finals,

ii) The Relevant Controlling Body may direct that events be decided by a Final or Finals, consisting of a number of rounds.

9.12.12 Stopping Events

9.12.12.1 Where an incident causes an event to be stopped, the Steward or Clerk of Course may declare the event complete if at least ~~75%~~ 2/3rds of the event distance or time, whichever is the less, has been run.

9.12.12.2 The results so declared will be based on the placings at the finish line of the last full lap completed before the incident but will exclude those competitors who:

a) Caused the incident, or

b) Having been involved in the incident, could not continue in the event.

9.12.13 Stopping and Re-Running Events

9.12.13.1 The Steward or Clerk of Course who has excluded a competitor for unfair conduct and considers that such conduct has:

a) Given an advantage to the team of which the offender is a member, or

b) In the case of a non-team event, jeopardised the fair chances of one or more of the other competitors in the event,

may declare the event void and order a re-run.

9.12.13.2 If the event continues, any competitor unable to cross the finish line as a result of such conduct on the part of the excluded competitor may be deemed to have finished the race in the place:

a) Held immediately before such conduct, or

b) Having regard to any advancement in placing following the exclusion, in some other place.

9.12.13.3 A Steward or Clerk of Course may stop an event and order it to be re-run if it would be dangerous for it to continue.

9.12.13.4 In any re-run:

a) Any competitor who:

i) Fell in the stopped event as a result of having been fouled,

ii) Intentionally laid down his or her machine in the interests of safety, or

iii) Left the course in the interests of safety,

may participate.

b) Any competitor who:

i) Caused or contributed to the event being stopped,

ii) Failed to start in,

iii) Retired from,

iv) Was excluded from, or

v) Had been lapped during the course of the stopped event,

may not participate.

9.12.13.5 If the race is interrupted after the chequered flag, the following procedure will apply:

a) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.

b) For all riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.

c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

9.12.13.6 Where the Steward or Clerk of Course has stopped a race due to danger, the following will apply:

a) If the results are calculated to show that less than three laps have been completed by the leader of the race ~~no more than two laps of the stopped race were completed:~~

i) The stopped race will be declared null and void,

ii) The race may be re-run,

iii) The re-run race will be for the full race distance,

iv) The original grid positions will be used,

v) The place of any machine unable to take part in the re-run race will be left vacant,

vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer.

b) If three laps or more have been completed by the leader of the race but less than two thirds of the original race distance rounded down to the nearest whole number of laps. ~~more than two laps, but less than 75% of the race distance, have been completed:~~

i) The race may be re-started, but only once,

ii) The re-start must occur no more than 30 minutes after the race has been stopped,

iii) The re-started race distance will be equal to the balance of the stopped race distance,

iv) Positions on the grid for the re-started race will be determined by the order of competitors at the finish line of the last full lap completed by the leader of the stopped race,

v) Only competitors who have completed at least 75% of the laps completed by the leading competitor at the time of stopping will be permitted to participate in the re-started race,

vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer,

vii) The stopped race and any re-run will be deemed to be parts of the one race,

viii) The winner will be the competitor having the highest number of laps at the finish,

ix) Where two or more competitors complete the same number of laps, the winning order will be determined by the time taken by each to complete those laps,

x) If at least ~~75%~~ 2/3rds of the scheduled race distance is completed, full points will be awarded,

xi) If less than ~~75%~~ 2/3rds of the scheduled race distance is completed, half points will be awarded.

9.12.14 Change of Machine during a Competition

9.12.14.1 During any competition, other than an attempt at a record, no machine may be exchanged for another unless permitted under these Rules or any supplementary regulations.

9.12.15 Radio Communication

9.12.15.1 Radio communications with riders is not allowed, and will be classed as outside assistance.

9.12.16 Scoring

9.12.16.1 The results for each competitor in each event will be determined by the allocation to that competitor of points in accordance with the following table:

PLACE	POINTS	PLACE	POINTS
1	25	11	10
2	20	12	9
3	18	13	8
4	17	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

9.12.16.2 If a tie on points occurs for any position in an event which is conducted over more than one race, the tying competitor who has the higher finishing position in the final race of the event will be awarded the position.

9.12.16.3 If a tie on points occurs for any position in a Series, the tying competitor who has the greatest number of higher placing's in the Series will be awarded the position.

9.12.16.4 An alternative points scoring system may be approved for an MA series event.

9.12.16.5 If a tie on points occurs for any position in an event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the event will be awarded the position.

9.12.16.6 If a tie on points occurs for any position in a series, the tying competitor who has the greatest number of higher placings in the series will be awarded the position.

9.13 RACE MEETING PROTOCOLS: AUSTRALIAN SUPERBIKE CHAMPIONSHIP

9.13.1 Allocation of Numbers

9.13.1.1 In each class, riding numbers from 1 to 10 will be allocated to riders in the order they finished the previous year's Series.

9.13.2 Starting

9.13.2.1 Each event:

a) Must use a clutch start,

b) Must be preceded by a sighting lap and a warm-up lap.

9.13.2.2 Any competitor who does not complete the warm-up lap must start the event from pit lane.

9.13.2.3 Pole position will be on the side of the track opposite to the direction taken by the track in the first corner after the start.

9.13.3 Restriction on Tyres

9.13.3.1 In Superbike events, where there is a restriction on the number of tyres used, hand cut slicks will be deemed to be slicks.

9.13.4 Points and Ties

9.13.4.1 The competitor who obtains pole position will receive one additional point in the Championship.

9.13.4.2 In the event of a tie, the competitor with the greatest number of highest placings will be awarded one additional point.

9.13.4.3 Where a tie still exists, the competitor with the highest placing in the round, which is that competitor's lowest scoring event in the series, will be awarded one additional point.

9.13.5 Race Distances

9.13.5.1 The race distances will be according to the Series supplementary regulations.

9.13.6 Scrutineering

9.13.6.1 Machines must be delivered to an area nominated by the series Scrutineer at the conclusion of each series race and qualifying session.

9.13.6.2 Machines may not be removed from that area without the permission of the series Scrutineer.

SECTION 9D: TECHNICAL REGULATIONS

9.14 SOUND EMISSIONS

9.14.0.1 Sound testing must be carried out as per Appendix C: Sound Emissions and Fuel.

9.15 FUEL

9.15.0.1 Fuel for all machines must be as per Appendix C: Sound Emissions and Fuel.

9.16 ENGINES

9.16.1 Reciprocating Engines

9.16.1.1 The formula for calculation of capacities and classes:

$$\text{Cubic capacity} = \frac{(D^2 \times 3.1416 \times C \times N)}{4}$$

Where:

D = Bore in centimetres

C = Stroke in centimetres

N = Number of cylinders

9.16.2 Rotary Engines:

$$\text{Cubic capacity} = \frac{(Z \times V)}{N}$$

Where:

V = Capacity of each chamber comprising the engine in cubic centimetres,

N = Number of turns of the motor necessary to complete 1 cycle in a chamber, and

Z = Combustion cycles per revolution.

9.16.3 Wankel System Engines with a Triangular Piston

Cubic capacity = 2 x V x D

Where:

V = capacity of a single chamber,

D = the number of rotors.

9.16.3.1 Wankel system engines are classified as 4-strokes.

9.16.4 Superchargers and Turbochargers

9.16.4.1 Superchargers and turbochargers may only be used as follows:

a) In drag racing or record attempts,

b) In Production Class or Improved Touring racing when fitted as factory equipment,

c) The nominal cubic capacity of an engine as calculated under 9.16.1, 9.16.2 or 9.16.3 that is fitted with a supercharger or a turbocharger shall be multiplied by 2 for the purposes of engine classification.

9.16.5 Engine Capacity Tolerances

9.16.5.1 The actual engine capacity of a machine competing in a capacity class, including Road Race sidecars, may not exceed the prescribed capacity for that class by more than 2% provided that the upper limit of 1300cc is not exceeded.

9.17 FRAMES AND PARTS

9.17.1 General

9.17.0.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed

9.17.1.1 Radiator and Oil Cooler protection guards may be fitted providing there is no modification to the radiators, Oil Cooler or bodywork.

9.17.1.2 Frame protection devices may be added providing they do not protrude more than 80mm from the bodywork and are no more than 80mm in diameter.

9.17.1.3 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar, or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminum or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Bonding alone is not a suitable method of mounting.

9.17.1.4 GPS and or Infra-red lap timers may be fitted. The only electronic, or other circuit connection, to the machine shall be for the purposes of power supply to the lap timer only.

9.17.1.5 A lanyard operated ignition cut-out switch, operating on the primary circuit, may be fitted.

9.17.1.6 Plugs or caps which, if removed, permit the discharge of any lubricating, cooling or hydraulic fluids, must be wire-locked or otherwise secured in the tightened position in a manner approved by the Scrutineer.

9.17.1.7 Unless prohibited by individual class rules, the use of aftermarket hardware is permitted for the following purposes.

a) Engine Plugs (ie; Oil filler plugs, Oil Dip Sticks, Crankcase inspection plugs)
b) Bolts required to be predrilled for lock wiring
c) Wheel Spacers
d) Axel Adjuster Blocks
e) Rear Wheel Huggers
f) Subframes can be replaced with commercially available aftermarket replacements which are manufactured of the same material and that allow for all components to be located within same area as OEM. Relocation of any component originally housed within the subframe is prohibited.
g) Replica tank covers or tank covers with a molded rear tank pad are permitted at the discretion of the **Chief Technical Officer.**

9.17.1.8 Where flexible oil lines other than those supplied as standard equipment by the original machine manufacturer are used, they must incorporate high pressure hose secured by high pressure connections. Worm drive hose clamps may not be used.

9.17.1.9 All hoses must be securely fitted and guarded to prevent contact with:

a) The ground,
b) Tyres or other moving parts over the full movement of the suspension.

9.17.1.10 4-stroke motorcycles must be equipped with an oil catch tank or sealed airbox:

a) With a minimum volume of 300cc,
b) Which is to be emptied after each event.

9.17.1.11 The only liquid coolants permitted are ~~is~~ water and non-glycol coolants. Glycol and coolants manufactured with glycol are not allowed.

9.17.1.12 Lubricating, cooling and hydraulic fluid levels must be maintained within manufacturers' specifications.

9.17.1.13 With the exception of production-based machines without a lower fairing which have Australian Design Rule compliance, all machines, including sidecars, must be

fitted with an integral lower fairing dam or separate catch tray, which must be constructed to trap and hold engine oil and/or coolant:

a) For 4-stroke machines, a capacity of at least 3 litres,
b) For 2-stroke machines, a capacity of at least 2.5 litres,
c) All air-cooled machines with lower fairing dams/fluid catchment areas are to hold a capacity of fluid greater than or equal to the oil capacity of the engine unit,
d) With no less than two holes, each of 25mm, which may only be opened in wet race conditions.

9.17.2 Streamlining

9.17.2.1 All streamlining fitted to motorcycles or sidecars must be free of any sharp edges on exposed extremities.

9.17.2.2 For fibreglass construction, edges must be rounded to their own thickness but need not be wired.

9.17.2.3 All forward streamlining attached to solo and sidecar machines must have a minimum of three attachment points:

a) At least one supporting the forward section of the shell, and
b) One on each side supporting the rear portion of the shell.

9.17.2.4 Identification plates must have corners and edges smoothed.

9.17.2.5 Streamlining must leave the front wheel and mudguard exposed.

9.17.3 Brakes

9.17.3.1 At least two efficient brakes must operate independently of each other on the front and rear wheels.

9.17.3.2 Front brake caliper mounting bolts to be lockwired in the tightened position. The use of R-clips, bowtie clips, and spring clips in conjunction with lockwiring is permitted.

9.17.3.3 Motorcycles may be equipped with commercially available brake lever protection, intended to protect the handlebar brake lever(s) from being accidentally activated in the case of a collision with another machine.

9.17.3.4 Brake pad retainer pins may be replaced with aftermarket pins of similar material to OEM part with no modification to brake caliper.

9.17.4 Fuel Tanks

9.17.4.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

9.17.5 Exhaust Systems

9.17.5.1 Exhaust systems must:

a) Be fitted with silencers,
b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread.

9.17.6 Centre and Side Stands

9.17.6.1 Centre and side stands must be removed for all types of competition.

9.17.7 Footrests

9.17.7.1 Footrests must be well rounded and designed so as to ensure that no dangerous edges are created due to wear.

9.17.8 Handlebars

9.17.8.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

9.17.8.2 Handlebar levers must:

a) Have ball ends with a minimum diameter of 16mm

9.17.8.3 Throttle controls must be self-closing.

9.17.9 Kick Start Levers

9.17.9.1 Kick start levers, other than transverse, must be folding.

9.17.10 Drive Chain Protection

9.17.10.1 A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

9.17.11 Wheels and Tyres

9.17.11.1 Wheels constructed of carbon fibre or carbon composite are not permitted unless the manufacturer has equipped the homologated production model with this type of wheel. In this case, wheels must be pre-approved by MA.

9.17.11.2 Tyres must comply with the following:

a) Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground,

b) The tread depth indicating holes on slick tyres must be clearly visible and at least 0.5mm deep.

9.17.12 Mudguards

9.17.12.1 Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.

9.17.12.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.

SECTION 9E: TECHNICAL REGULATIONS: SOLO CLASSES

9.18 SUPERBIKE

9.18.1 Machine Eligibility

9.18.1.1 Subject to the required and permitted alterations set out below, Superbike machines must:

a) Be fitted with the Australian Design Rule (ADR) compliance plates for the particular machine,

b) Be eligible for registration in all States and Territories in which they compete,

c) Be of a make and model lawfully sold in Australia,

d) Be as constructed by the manufacturer,

e) Have an engine capacity of:

i) No more than 1300cc for two and three cylinder engines,

ii) No more than 1000cc for four cylinder engines.

9.18.1.2 The range of vehicle identification numbers for each model must be provided to MA.

9.18.1.3 At least 20 production machines of that make and model must have been imported into Australia by the manufacturer or the Australian distributor representing that manufacturer. Machines must be approved by MA.

9.18.2 Tyres

9.18.2.1 Tyres may be homologated by MA and/or stipulated in the supplementary regulations.

9.18.3 Weight

9.18.3.1 To be permitted to compete, a machine, without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than:

a) 168kg for all four cylinder machines,

b) 172kg for all two and three cylinder machines.

A 1% tolerance at post race control will be allowed.

9.18.4 Compulsory Modifications

9.18.4.1 The following must be removed:

a) Headlamp,

b) Tail lamp,

c) Reflectors,

d) Horns,

e) Traffic indicators,

f) Mirrors,

g) Centre and side stands,

h) Registration plate / bracket and label holder.

9.18.4.2 Any sharp edges left by the removal of the above components must be protected by a rolled edge or beading of minimum 3mm diameter.

9.18.4.3 Engine and gearbox breathing hoses and tubes, and the radiator overflow bottle vent, must exhaust into the airbox to the rear of the intakes. The lower airbox breather tube must be blocked.

9.18.5 Permitted Modifications

9.18.5.1 The following may be removed:

a) Passenger handholds and footrest assemblies,

b) Instruments and associated cables including key start ignition barrel,

c) OEM top rear chain guard and registration plate brackets,

d) Air injection pollution control system,

e) Carburettor anti-icing device,

f) Rear fender,

g) Air filter element,

h) Steering damper.

9.18.5.2 The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed.

9.18.6 Modification of OEM Parts

9.18.6.1 The following OEM parts may be modified:

a) Engine cam wheels may be slotted or replaced to alter valve timing,

b) Gearbox drive dogs may be

undercut,

c) Cylinder head valve seats may be re-cut,

d) Cylinder head and cylinder block mating surfaces may be machined,

e) OEM ECU may be re-flashed,

f) Carburettor slides.

9.18.7 Permitted Additions

9.18.7.1 The following may be added:

a) Steering damper,

b) Ride height adjuster,

~~c) MA approved and official series timing devices,~~

~~c) MA approved fuel metering devices,~~

d) Frame protective sliders,

e) Electronic gear shifters.

f) Data acquisition is permitted under the following conditions

i) Only from OEM standard or race kit ECU's that have data acquisition capabilities

ii) Only the existing OEM sensors for the make and model are permitted.

iii) The position and location of all sensors must remain as OEM

iv) Fitment of additional sensors is prohibited

v) Telemetry devices are prohibited

vi) Data available from lap timers as per GCR 9.17.1.4

9.18.8 Use of Non-OEM Parts

9.18.8.1 The following may be replaced with parts not manufactured by the manufacturer of the machine:

a) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original OEM caliper and wheel mounting. The outermost diameter and material must remain the same as OEM for the model.

b) Fairings, screens, rear bodywork and rear seat so as to provide for the mounting of a rear number plate, rider's seat, mudguards, air intake lids in bodywork, airbox intake tubes, tank covers and side covers, but replacements must bear a resemblance ~~be similar~~ to the shape and appearance of the original. c) Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points.

d) Fuel tank filler cap assembly providing there is no modification required to fuel tank.

e) Handlebars, handlebar mounted levers, master cylinders and controls, including throttle assembly and cables.

f) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points.

g) Fasteners.

h) Air filter element.

i) Instruments.

j) Wiring loom, plug in fuel injection/ ignition control units and the manufacturer nominated race kit ECU and/or MA approved ECU. OEM ECU may be reprogrammed.

k) Spark plugs and high tension leads.

l) Battery, but the replacement must be capable of starting the machine pre and post-race.

m) Exhaust system.

n) Clutch plates and springs.

o) External gearing, chain and chain pitch.

p) Radiator expansion tank.

q) Head gaskets.

r) Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed.

s) Rear suspension damping units and springs.

9.19 SUPERSPORT

9.19.1 Machine Eligibility

9.19.1.1 Subject to the required and permitted alterations set out below, Supersport machines must:

a) Be fitted with Australian Design Rule (ADR) compliance plates for the

particular machine,

b) Be eligible for registration in all States and Territories in which they compete,

c) Be of a make and model lawfully sold in Australia,

d) Be as constructed by the manufacturer,

e) Have an engine capacity of:

i) No more than 600cc for four cylinder engines,

ii) No more than 675cc for three cylinder engines, and

iii) No more than 750cc for two cylinder engines.

9.19.1.2 At least 20 production machines of that make and model must have been imported into Australia, by the manufacturer or the Australian distributor representing the manufacturer. Machines must be approved by MA.

9.19.2 Tyres

9.19.2.1 Tyres may be homologated by MA and/or listed in the supplementary regulations.

9.19.2.2 Only when a race or practice has been declared "wet", the use of a special tyre, commonly known as a wet tyre, is allowed. Homologation is not required for wet tyres.

9.19.3 Weight

9.19.3.1 To be permitted to compete, a machine, without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than:

a) 162kg for four cylinder 600cc,

b) 165kg for three cylinder 675cc, and

c) 165kg for two cylinder 750cc.

A 1% tolerance at post race control will be allowed.

9.19.4 Compulsory Modifications

9.19.4.1 The following must be removed:

a) Headlamp,

b) Tail lamp,

c) Reflectors,

d) Horns,

e) Traffic indicators,

f) Mirrors,

g) Centre and side stands,

h) Registration plate / bracket and label holder.

9.19.4.2 Any sharp edges left by the removal of these components must be protected by a rolled edge or beading of minimum 3mm diameter.

9.19.4.3 Engine and gearbox breathing hoses and tubes, and the radiator overflow bottle vent must exhaust into the airbox to the rear of the intakes. The lower airbox breather tube must be blocked.

9.19.5 Permitted Modifications

9.19.5.1 The following may be removed:

a) Passenger handholds and footrest assemblies,

b) Instruments and associated cables,

c) OEM top rear chain guard and registration plate brackets,

d) Air injection pollution control system,

e) Carburettor anti-icing device,

f) Rear fender,

g) Steering damper.

9.19.5.2 The Anti-Lock Brake System (ABS) can disconnected and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed.

9.19.6 Modification of OEM Parts

9.19.6.1 The following OEM parts may be modified:

a) Gearbox drive dogs may be undercut,

b) Cylinder head valve seats may be recut,

c) Cylinder head and cylinder block mating surfaces may be machined,

d) Carburettor slides,

e) Engine cam wheels may be slotted or replaced to alter valve timing.

9.19.7 Permitted Additions

9.19.7.1 The following may be added:

a) Steering damper,

b) Ride height adjuster,

~~c) MA approved and official series timing devices,~~

~~d) MA approved fuel metering devices,~~

e) Frame protective sliders,

f) Electronic gear shifter.

9.19.8 Use of Non-OEM Parts

9.19.8.1 The following may be replaced with parts not manufactured by the manufacturer of the machine.

a) Brake pads, linings, brake hoses,

and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original OEM caliper and wheel mounting. The outermost diameter and material must remain the same as OEM for the model.

b) Fairing, screen, rear seat so as to provide for the mounting of a rear number plate, rear bodywork, Rider's seat, mudguards, tank covers, airbox intake tubes, air intake lids in bodywork and side covers, but replacements must be similar in shape and appearance as the original.

c) Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points.

d) Handlebars, handlebar mounted levers, master cylinders and controls, including throttle assembly and cables.

e) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points.

f) External gearing, chain and chain pitch.

g) Exhaust system.

h) Wiring Loom, plug-in fuel injection/ ignition control units and the manufacturer nominated race kit ECU and/or MA approved ECU. OEM ECU may be reprogrammed.

i) Spark plugs and high tension leads.

j) Rear suspension damping units and springs.

k) Clutch plates and springs.

l) Radiator expansion tank.

m) Battery, but the replacement must be capable of starting the machine pre and post-race.

n) Fasteners.

o) Head gasket.

p) Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed.

q) Air filters and air funnels (velocity stacks). Velocity stacks must be standard.

r) Fuel tank filler cap assembly providing there is no modification required to fuel tank.

9.20 SUPERSTOCK 1000

9.20.1 Machine Eligibility

9.20.1.1 Subject to the required and permitted alterations set out below, Superstock 1000 machines must:

a) Be fitted with Australian Design Rule (ADR) compliance plates for the particular machine,

b) Be eligible for registration in all States and Territories in which they compete,

c) Be of a make and model lawfully sold in Australia,

d) Be as constructed by the manufacturer,

e) Have an engine capacity of:

i) No more than 1200cc for two and three cylinder engines,

ii) No more than 1000cc for four cylinder engines.

9.20.1.2 At least 20 production machines of that make and model must have been imported into Australia by the manufacturer or the Australian distributor representing the manufacturer, with a maximum retail price of $35,000 (price to be regulated by MA as new models are released and as prices increase and decrease).

9.20.2 Tyres

9.20.2.1 Tyres

a) Brand, type and quantity will be specified in supplementary regulations,

b) Only when practice or a race has been declared wet is the use of a special tyre, commonly known as a wet tyre, is allowed. Homologation is not required for wet tyres.

9.20.3 Weight

9.20.3.1 To be permitted to compete, a Superstock 1000 machine, without rider, empty of fuel, but with all other fluids at optimum

levels, must weigh no less than:

a) 165kg for all four cylinder machines,
b) 170kg for all two and three cylinder machines.

9.20.3.2 A 1% tolerance at post race control will be allowed.

9.20.4 Compulsory Modifications

9.20.4.1 The following must be removed:

a) Head lamp,
b) Tail lamp,
c) Reflectors,
d) Horn,
e) Traffic indicators,
f) Mirrors,
g) Centre and side stands,
h) Registration plate / bracket and label holder.

9.20.4.2 Any sharp edges left by the removal of components mentioned in GCR 9.20.4 must be protected by a rolled edge or beading of a minimum 3mm diameter.

9.20.4.3 Engine and gearbox breathing hoses and tubes, and the radiator overflow bottle vent must exhaust into the air box to the rear of the intakes. The lower breather tube must be blocked off.

9.20.5 Permitted Modifications

9.20.5 The following may be removed:

a) Passenger handholds and footrest assemblies,
b) OEM top rear chain guard,
c) Pollution air injection control systems,
d) Rear fender,
e) Steering damper.

9.20.6 Permitted Additions

9.20.6.1 The following may be added:

a) Steering damper,
b) Rider height adjuster, providing there is no modification or alteration to the frame or rear suspension control unit,
~~c) MA approved lap timing devices,~~
d) Frame protective sliders,
e) Engine cut lanyard attached to the rider that will cut either the ignition or fuel supply to the engine.

9.20.7 Use of Non-OEM Parts

9.20.7.1 The following may be replaced with parts not manufactured by the manufacturer of the machine:

a) Brake pads, brake hoses and master cylinder,
b) Fairings and stream lining including screen, rear body work and seat section, mudguards, tank covers, air box intake tubes and side covers, providing the replacements are of the same shape and appearance as the original,
c) Mounting brackets for fairings and screens providing replacements are mounted on the frame at the original mounting points,
d) Spark plug brand and type, leads and cap,
e) External gearing and chain, but not chain pitch,
f) Exhaust system and mounting brackets,
g) Rear suspension damping units and springs,
h) Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed. Lower compression housing may be changed but must not extend any further than 10mm from the fork than the original OEM component,
i) Clutch springs,
j) Air filters,
k) Fasteners for fitting external components where the manufacturer has no specific torque setting, or, it is less than 10mm,
l) Handlebars and handle bar mounted levers may be replaced. Replacements handlebars must be mounted on original mounting points,
m) Footrests and foot controls, but the replacements must be mounted at the original mounting points.
n) Wiring loom, plug-in fuel injection/ ignition control units and the manufacturer nominated race kit or MA approved ECU.

9.20.7.2 The following may be added or replaced with parts not manufactured by the manufacturer of the machine:

a) Manually operated electronic gear shifters.

9.21 PRODUCTION

9.21.1 Machine Eligibility

9.21.1.1 Capacities and classes will be specified in the supplementary regulations.

9.21.1.2 Subject to the required and permitted alterations set out below, Production machines must:

a) Be fitted with Australian Design Rule (ADR) compliance plates for the particular machine,

b) Be eligible for registration in all States and Territories in which they compete,

c) Be of a make and model lawfully sold in Australia,

d) Be as constructed by the manufacturer,

e) Be a current model, and

f) Be approved by MA.

9.21.1.3 At least 200 production machines of that make and model must have been imported into Australia by the manufacturer or the Australian distributor representing the manufacturer, or as stipulated in the event specific supplementary regulations.

9.21.1.4 Machines approved for this class will be published at www.ma.org.au.

9.21.2 Tyres

9.21.2.1 Tyres may be homologated by MA and/or listed in the supplementary regulations.

9.21.3 Compulsory Modifications

9.21.3.1 The following must be removed:

a) Head lamp,

b) Tail lamp,

c) Reflectors,

d) Horn,

e) Traffic indicators,

f) Mirrors,

g) Centre and side stands,

h) Registration plate / bracket and label holder,

i) Passenger footrests,

9.21.4 Permitted Modifications

9.21.4.1 The following may be replaced or modified:

a) Fairings and stream lining including screen, rear body work and seat section, mudguards, tank covers. Providing the replacements are of the same shape and appearance as the original.

b) Mounting bracket for fairing, screen and instruments, but replacements must be mounted in the original position on the frame.

c) Spark plug type.

d) External gearing and chain, but not chain pitch.

e) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original OEM caliper and wheel mounting. The outermost diameter and material must remain the same as OEM for the model.

f) Exhaust system and mounting brackets. Titanium headers may only be used or replaced if titanium fitted as OEM.

g) Front suspension, springs, damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed.

h) Rear suspension damping units and springs.

i) Handlebars, handlebar ends, grips and handlebar mounted levers. Handlebars may be repositioned underneath the top triple clamp ~~**providing no other modifications are required to do so. But replacement handlebars must be mounted in the original position on the fork assembly or top clamp.**~~

j) The Top Triple Clamp may only be changed to a commercially available clamp to accommodate for the repositioning of the standard handlebars or Clip On Handlebars, provided it is of the same offset as OEM clamp.

k) Footrests and foot controls, but the

replacements must be mounted at the original mounting points.

l) Air filter element.

m) Engine and gearbox breather tubes and the radiator bottle overflow must exhaust into the air box to the rear of the intakes. The lower air box breather tubes must be blocked.

n) Instruments may be replaced with non-OEM parts providing the replacement instrument functions are equal to or less than OEM instrument functions.

o) Key start ignition barrel and associated cables.

p) Fuel tank filler cap assembly providing there is no modification to fuel tank required.

q) Throttle assembly and cables may be replaced with those similar to OEM.

9.21.4.2 The OEM top rear chain guard may be removed.

9.21.4.3 The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed.

9.21.5 Permitted Additions

9.21.5.1 The following may be added:

a) Steering damper.

b) ~~MA approved~~ Fuel injection/ignition control units ~~fuel metering devices~~ that plug into the original electrical connectors with no modification to the wiring harness or additional connections to other sensors. Standard OEM ECU must be retained and operative.

c) Screw in replaceable fuel metering jets but carburettor body castings and slides must remain as manufactured by the manufacturer.

d) Frame protective sliders.

9.22 MOTO3

9.22.0.1 Homologated Manufacturer Motorcycle Engine: Honda Motor Co. Ltd

9.22.0.2 Homologated Model: NSF 250 R

(Type: MR03)

9.22.1 Engine

9.22.1.1 The engine and all its components must be originals produced by the manufacturer in the above listed homologated motorcycle, with the following exceptions:

a) The cylinder head gasket, and all other gaskets, may be changed,

b) Oil filter may be changed,

c) Spark plug may be changed,

d) Coolant hoses and fittings may be changed to suit individual radiator designs,

e) Additional oil coolers are permitted.

9.22.1.2 In the case of a dispute over modifications, the decision of MA clarification will be final.

9.22.2 Inlet and Fuel System

a) Throttle body must remain as originally produced by the manufacturer for the homologated engine.

b) Modifications to the fuel pressure regulator is not allowed.

c) Insulators that attach the throttle body to the head cannot be modified or changed.

d) Airbox may be modified or replaced.

e) Air filter element may be modified or replaced.

f) Air box drains must be sealed with safety wire.

g) Only engine sump breather gases, air or air/fuel mixture is permitted in the inlet tract and combustion chamber.

h) Fuel injector must remain as the standard unit for the homologated engine.

i) Bell mouths (velocity stacks) cannot be modified or replaced, and must be as originally produced by the manufacturer for the homologated machine.

j) Throttle valves must remain as originally produced by the manufacturer for the homologated machine.

k) A catch-tank may be fitted in the engine breather between the cam cover and airbox. The catch tank is solely for the purpose of collecting

engine fluids, no other functions such as pressure modification are permitted. Breather connections may only be directly between the cam cover, catch tank and airbox. The catch tank and connections must be visible for inspection at all times, and may not be permanently built into the chassis or other parts.

9.22.3 Exhaust System

a) Variable length exhaust systems are not permitted.
b) No moving parts (e.g. valves, baffles) are allowed in the exhaust systems.
c) Exhaust Gas Recirculation (EGR) systems are not permitted.
d) Machines must comply with sound emissions set out in Appendix C.

9.22.4 Transmission

a) The use of electro-mechancial or electro-hydraulic actuating systems are not allowed.
b) The original clutch assembly may be changed or modified for back torque limiting capabilities (slipper type).
c) An external quick-shift system on the gear selector (including wire and load cell) may be added, provided this doesn't involve cutting or modification of the original wiring.
d) Countershaft sprocket, rear wheel sprocket, chin pitch and size can be changed.
e) Gearbox casing must remain as originally produced by the manufacturer for the homologated engine, however cassette gearbox ratios may be changed.
f) Primary gears on crankshaft and clutch to remain as originally produced by the manufacturer for the homologated engine.
g) Other modifications to gearbox or selector mechanism is not allowed.

9.22.5 Ignition, Electronics and Data-Logging

a) The Electronic Control Unit (ECU) must remain as originally produced by the manufacturer for the homologated engine. is free.
b) Adding injection modules to modify the input/output of the ECU is not permitted.
c) Software used to modify an ECU must be that which is originally produced by the manufacturer for the homologated engine.
d) The parameters provided by the ECU software itself for adjustment are not permitted to be extended and/or exceeded under any circumstances.
d) A Scrutineer may, at their discretion, download and analyze ECU files and maps.
e) The main wiring harness must remain as originally produced by the manufacturer for the homologated engine, unless required for data download connection (Datalogger).
f) Standard ECU sensors cannot be changed, modified or eliminated.
g) Data acquisition systems are free, however the maximum number of inputs via external sensors are:
    i) Position and speed by GPS,
    ii) Engine temperature,
    iii) Lambda signal,
    iv) TPS signal,
    v) Engine RPM,
    vi) Rear wheel speed,
    vii) Front wheel speed,
    viii) Front brake pressure,
    ix) Rear brake pressure,
    x) Front fork position,
    xi) Rear damper position.
h) A Scrutineer must, at their request at any time during an event, be provided with datalogger files for their analysis or download.

9.22.6 Chassis

a) Chassis may be a prototype, the design and construction of which is free within the constraints of GCR 9.22.10 : Materials & Construction.
b) Minimum total weight of Motorcycle without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than 84 kg.
c) Brake discs must be made from an iron-based alloy.
d) Suspension systems must be of a

conventional passive, mechanical type. Active and semi-active suspension systems and/or electronic control of any aspect of the suspension and ride height are not permitted. Springing must be by means of coil springs made of iron-based alloys.

e) Machines must be fitted with an integral lower fairing with a minimum capacity of 2.5 litres to retain spilled engine fluids.

f) The lower fairing must incorporate an opening of Ø 25 mm diameter in the front lower area. This hole must remain closed in dry conditions and may only be opened in wet race conditions.

9.22.7 Wheels and Tyres

a) The only materials allowed for the wheels rims are magnesium and aluminium alloys.

b) The only permitted wheel rim sizes are:

i) Front 2.50" x 17"

ii) Rear 3.50" x 17"

c) Tyres as per supplementary regulations.

9.22.8 Materials and Construction

a) The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm spindle and the wheel spindles is forbidden. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

b) "X-Alloy" means the element X (e.g. Fe, for Iron based alloy) must be the most abundant element in the alloy, on a % w/w basis.

9.23 250 GP MONO

9.23.1 Machine Eligibility

9.23.1.1 Subject to the required and permitted alterations set out below, solo 250 GP Mono machines must:

a) Be as homologated by MA.

b) Be fitted with a single cylinder 4-stroke engine with integral gearbox with a capacity no less than 200cc and no greater than 250cc.

c) Be fitted with a complete upper and lower fairing or stream lining.

d) Chassis must be as manufactured by the manufacturer and homologated by MA with no modifications.

e) Engine must be homologated with MA and must be as manufactured by the manufacturer apart from the listed modifications set out below.

f) Carry all relevant chassis and engine numbers.

9.23.2 Tyres

9.23.2.1 The choice of tyre is optional but any restrictions on the number of tyres that may be used must be included in the supplementary regulations.

9.23.2.2 Tyres must:

b) Be commercially available in Australia.

c) Be worn no more than the minimum tread depth indicators.

d) Not have an augmented or modified tread pattern.

9.23.3 Use of Non-OEM Parts

9.23.3 The following may be replaced with parts not manufactured by the manufacturer of the machine:

a) Fuel metering jets, but carburettors and throttle bodies must remain as supplied by the engine manufacturer for that model,

b) Piston, pin, clips and piston rings,

c) Wiring harness,

d) Spark plug type and range,

e) Internal suspension parts only,

f) External suspension springs,

g) Brake pads, linings and brake hoses,

h) Rear drive chain and sprockets,

i) Camshafts and cam wheels,

j) Valve springs, collets and retainers,

k) Footrests and foot controls, but replacements must be mounted on the frame at the original mounting points,

l) Clutch plates and springs,

m) Cylinder head gaskets,

n) Exhaust and muffler system,

o) Handle bars and handle bar mounted levers,

p) Carburettor or throttle body intake air funnels.

9.23.4 Replacement of OEM Parts

9.23.4.1 The following OEM parts may be replaced with parts of the same manufacturer from another OEM model:

a) Gearbox shafts, gears and selector mechanism.

9.23.5 Modification of OEM Parts

9.23.5.1 The following OEM Parts may be modified:

a) Cylinder head may be ported by removal of material only,

b) Piston valve pockets may be machined,

c) Compression ratio's may be altered by machining of the cylinder and cylinder head surfaces,

d) Crankshaft balancing by normal OEM methods of drilling holes and not by excessive lightening, crankshaft flywheel diameter and width dimensions must remain standard.

9.23.5.2 The following may be added:

a) OEM engine oil cooler of the same or other homologated engine manufacturer provided that connecting oil lines are of an accepted high pressure type with either screw on or swaged fittings,

b) Steering damper providing there is no modification to the main frame.

9.24 125CC GP CLASS

9.24.1 Machine Eligibility

9.24.1.1 Machines must be up to 125cc single cylinder with a maximum of six speeds in the gearbox.

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SECTION 9F: TECHNICAL REGULATIONS: SIDECARS

9.25 ALL CLASSES

9.25.1 Lanyards

9.25.1.1 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted to all sidecars. The lanyard may be up to a maximum of one metre in length.

9.25.2 Engine Capacity Tolerances

9.25.2.1 The actual engine capacity of a machine competing in a sidecar capacity class may not exceed the prescribed capacity for that class by more than 2%, provided that the upper limit of 1300cc is not exceeded.

9.25.3 Frames and Parts

9.25.3.1 The overall width of the motorcycle and sidecar, including exhausts must not exceed 1700mm.

9.25.3.2 The ground clearance, measured at the lowest point of the motorcycle and sidecar, race-ready with rider and passenger on board and with the handlebars in the straight ahead position, must be not less than 65mm. After a race, a tolerance of -5mm is allowed. After a wet race this check is not performed.

9.25.3.3 The engine must be positioned:

a) In such a way that the centre line of the engine must not exceed 160 mm beyond the centre line of the rear wheel of the motorcycle,

b) In front of the rear wheel.

9.25.3.4 The forward extremity of the streamlining must not be more than 400mm in front of the foremost part of the front tyre.

9.25.3.5 The extreme rear edge of the streamlining must not be more than 400mm to the rear.

9.25.3.6 Sidecars must be equipped with a rear-facing red lamp:

a) Measuring a minimum of 30cm2

b) Fitted with LED lights, producing a minimum of 1500MCD

c) Installed at the rear of the main body, between the back wheel and the sidecar platform, at least 100mm above the ground

d) Visible at all times, with no obstruction from fairing or passenger, and

e) Switched on when the track is declared wet.

9.25.3.7 The gearbox must have no more than six gear ratios.

9.25.4 Sidecar Measurements

9.25.4.1 The passenger must be carried in a suitably constructed sidecar with minimum platform dimensions of 800mm x 300mm, measured at a height of 150mm above the platform.

9.25.5 Steering

9.25.5.1 At all positions of the handlebars, there must be a minimum space of 20mm between the ends of the handlebars and all other parts of the machine.

9.25.5.2 The steering axis must not be offset more than 75mm from the motorcycle front wheel centre line.

9.25.6 Oil Containment and Underside Protection

9.25.6.1 In case of an engine breakdown, an oil containment tray must be constructed directly below the engine to:

a) Hold at least half of the total oil and engine coolant capacity of the engine (minimum five litres), and

b) Protect the rear wheel from any possible oil spray.

9.25.6.2 The edges of the oil containment tray must be at least 50mm above the bottom of the tray.

9.25.6.3 The front of the oil containment tray must extend upward to the base of the barrel or assumed bottom of the barrel line if barrel is integral.

9.25.6.4 The fuel tank breather pipe must be fitted with a non-return valve and must discharge into a catch tank with a minimum capacity of 500cc.

9.26 FORMULA ONE SIDECARS

9.26.1 Frames and Parts

9.26.1.1 The minimum weight of the sidecar including passenger and rider at the completion of practice, qualifying or racing is 375 kg.

9.26.1.2 The overall height of the motorcycle and sidecar must not exceed 800mm, but the airbox and the immediate bodywork over the airbox only may be a maximum of 950mm.

9.26.1.3 The wheelbase must not exceed 2300mm.

9.26.1.4 Track, as measured from the centre of the rear wheel to the centre of the sidecar wheel shall be:

a) Maximum of 1150mm,

b) Minimum of 800mm.

9.26.1.5 The overall length of the motorcycle and sidecar must not exceed 3300mm.

9.26.1.6 Devices which reduce the ground clearance during the course of a race are not permitted.

~~9.26.1.7 Attachment points between motorcycle and sidecar:~~

~~a) Must be not less than four if the sidecar is not integrated with the motorcycle,~~

~~b) Must not allow movement at the joints,~~

~~c) If the angle of inclination is changeable, must be secured by locking and not merely clamped.~~

9.26.1.9 The drive must be transmitted to the ground only through the rear wheel.

9.26.1.10 The underside of the platform must be flat.

~~9.26.1.11 The lean of the motorcycle must not exceed 10 degrees from the vertical.~~

9.26.1.11 Banking sidecars are prohibited.

9.26.1.12 Machines must have a solid and effective protective barrier between the engine and the rider's torso.

9.26.1.13 Where a fairing is fitted:

a) The rear wheel and sidecar wheel must be enclosed down to the level of the sidecar platform on the inside and to the top of the rim flange on the outside,

b) Spoilers and other aerodynamic devices are authorised on condition they do not extend beyond the overall dimensions of the bodywork and are an integral part of the fairing and/or body. These shall not exceed neither the width of the fairing nor the height of the handlebars.

9.26.2 Sidecar Measurements

9.26.2.1 The body must be forward of the centre line of the baseboard, a forward portion of which must have an area of 230mm high, 300mm wide and 300mm long with at least 25mm radius to all corners.

9.26.2.2 The maximum space between motorcycle

and sidecar baseboard must be 50mm with the rider in a normal racing position.

9.26.2.3 The body must be covered in at the front end.

9.26.3 Handholds and Fittings

9.26.3.1 Stirrup fittings for the passenger's feet are not permitted.

9.26.3.2 A suitable passenger hand-hold must be provided on the outer side of the rear wheel.

9.26.3.3 Hand-holds must:

a) Be molded or positioned so as to prevent direct access by the rider or passenger to any moving parts of the machine, and

b) Not project beyond the outer edge of the sidecar mudguard or bodywork.

9.26.4 Oil Containment and Underside Protection

9.26.4.1 Any oil breather pipe fitted must discharge into a catch tank:

a) With a minimum capacity of two litres,

b) Which is located in an easily accessible position,

c) Which must be empty before the start of each meeting.

9.26.4.2 The underside of fuel tanks, engine casings and drain plugs must be protected from direct contact with the road surface by:

a) Their location, or

b) The fitting of an underpan, which must cover the area of the underside of the tank, case or plug.

9.26.4.3 Where a guard or underpan is used it must be constructed of:

a) Steel, which must have wired or rolled edges, and a minimum thickness of 1.6mm, or

b) Aluminium which must have wired or rolled edges, and with a minimum thickness of 3mm, or

c) Fibreglass which must have edges rounded and smoothed and with a minimum thickness of 3mm.

9.26.4.4 Oil cooler(s) and oil tanks must be mounted below the main body, in a crash secure position.

9.26.4.5 All fuel and oil lines must be of an approved type with high-pressure fittings.

9.26.5 Brakes

9.26.5.1 Brakes must:

a) Have at least two circuits operating independently, one of which must operate the sidecar and rear wheel, the other must operate the front wheel,

b) Be designed so that if one circuit fails, the other works efficiently.

9.26.5.2 Carbon brakes are not permitted.

9.26.6 Rider

9.26.6.1 In the normal riding position, the rider's feet must be positioned behind the knees.

9.26.6.2 The rider's seat must be a minimum of 150mm above ground level, and a minimum of 200mm width.

9.26.6.3 Notwithstanding the provisions of the preceding two sub-Rules, "feet forward" sidecars constructed before the 1st January 1998:

a) May compete below State Championship level,

b) Must be registered with MA.

9.26.7 Steering

9.26.7.1 Steering must be to the front wheel only and may be by direct or indirect linkage.

9.26.7.2 The motorcycle must be steered by handlebars.

9.26.7.3 The handlebar extremities must not be:

a) Lower than the front wheel axle, nor

b) More than 500mm behind the front wheel axle.

9.26.8 Engine and Gearbox

9.26.8.1 Engines in Formula One must comply with the following:

a) 4-stroke engine with a maximum of four cylinders,

b) Up to 1000cc maximum,

c) Up to 1300cc maximum for 4-stroke engines with two or three cylinders,

d) Engines must be commercially manufactured and readily available to the public,

e) Bore and stroke must be as specified by engine manufacturer,

f) Increasing the bore size to reach class limits is not allowed.

9.26.8.2 The following may be altered or replaced:

a) The original cylinder head, but the number of ports must remain as originally produced by the manufacturer,

b) Camshaft, but method of cam drive must remain as originally produced by the manufacturer,

c) Pistons, rings and pins,

d) Conrods, however titanium or carbon rods are not permitted unless original equipment,

~~e) The ignition system, but maximum revs are restricted to 13,000rpm,~~

e) Carburettors,

f) Crankshaft by lightening and balancing,

g) Clutch basket, clutch plates, springs and hub,

h) Sump, oilpan and oil pump.

i) Oil lines containing positive pressure, but must be of metal reinforced construction with swaged or threaded connectors.

9.26.8.3 The following are permitted if originally fitted by the manufacturer:

a) Dry clutch,

b) Fuel injection. Throttle bodies must be as originally produced by engine manufacturer,

c) Vacuum slides may be removed or fixed in the open position,

d) Secondary throttle valves and shafts may be removed or fixed in the open position and the electronics may be disconnected or removed.

9.27 FORMULA TWO SIDECARS

9.27.1 Frames and Parts

9.27.1.1 The minimum weight of the sidecar (without fuel) is 136.5kg.

9.27.1.2 The overall height of the motorcycle and sidecar must not exceed 800mm.

9.27.1.3 The maximum wheelbase is 1651mm.

9.27.1.4 Track, as measured from the centre of the rear wheel to the centre of the sidecar wheel shall be:

a) Maximum of 1100mm,

b) Minimum of 800mm.

9.27.1.5 Hinged sidecars and steerable sidecar wheels are not permitted.

9.27.1.6 The rider and passenger must not be attached to the machine or in any way restrained from separating from the machine.

9.27.1.7 Glass rear view mirrors are not permitted.

9.27.1.8 Reinforcement of the steering head is allowed to a maximum of 225mm from the centre line of the steering head.

9.27.1.9 Monocoque construction is not permitted.

9.27.1.10 The frame tubing must be of good quality steel tube, with a maximum diameter of 100mm at the broadest point.

9.27.1.11 Composite construction may only be used in the sidecar platform.

~~9.27.1.12 Titanium may not be used in the construction of the frame, front forks, handlebars, swinging arm and wheel axles.~~

~~9.27.1.13 Light alloys may not be used for wheel axles.~~

9.27.1.14 The streamlining must be easily detachable for scrutineering.

9.27.1.15 Aerofoil's or spoilers on streamlining are not permitted.

9.27.1.16 A solid and effective protection must be fitted between the driver and the engine, so as to prevent:

a) Direct contact between the rider's body or clothing,

b) Escaping flames or leaking fuel or oil.

9.27.1.17 The rider's seat must be at least 200mm long and 150mm wide and be fitted at least 150mm above the sidecar platform.

9.27.1.18 Cooling air intakes must have no forward projection or protrusion.

9.27.1.19 The battery must be covered such that neither the driver nor the passenger can come into contact with the battery or its contents.

9.27.2 Oil Containment and Underside Protection

9.27.2.1 Any oil breather pipe fitted must discharge into a catch tank:

a) With a minimum capacity of 500ml,

b) Which is located in an easily accessible position,

c) Which must be empty before the start of each meeting.

9.27.2.2 The fuel tank must be independently

protected from the ground.

9.27.2.3 The fuel filler cap must be in such a position that it does not protrude from the fairing and cannot be torn off in a crash.

9.27.3 Brakes

9.27.3.1 A sidecar must have a brake system which must consist of:

a) one main system with at least two circuits operating separately, one of which must operate on at least two of the three wheels,

b) An emergency system operated by a handlebar lever with a simple circuit operating on either the front or rear wheel of the motorcycle.

9.27.4 Wheels and Suspension

9.27.4.1 Hub centre steering, remote steering linkages and the use of articulated joints in the steering mechanism are not permitted.

9.27.4.2 The minimum diameter of an inflated tyre must be 400mm.

9.27.4.3 All wheels must be of metal construction and unmodified from original manufacture.

9.27.4.4 The front suspension must be either a leading or trailing fork, or links with the wheel equally supported on each side.

9.27.4.5 The rear suspension must be of the swinging arm type and may be single sided.

9.27.4.6 Minimum suspension travel must be 20mm.

9.27.4.7 The rear mudguard must cover at least 240° of the rear wheel on the side nearest to the sidecar wheel.

9.27.4.8 The rear driving wheel must be covered down to the level of the sidecar platform and around the periphery.

9.27.4.9 The sidecar wheel must be enclosed from the sidecar platform and level with the sidecar platform on the outside and around the periphery.

9.27.5 Steering

9.27.5.1 Handlebar levers must:

a) Have ball ends attached with a minimum diameter of 19mm,

b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

9.27.5.2 Handlebar grips must be:

a) Attached to the end of the handlebars,

b) No longer than 150mm.

9.27.5.3 Handlebars must;

a) Be above the mid-point of the riders seat,

b) Be 450mm wide,

c) Be located on the sprung portion of the front suspension,

d) Not touch any part of the streamlining, regardless of the position of the bars.

9.27.5.4 All controls must be independently mounted.

9.27.5.5 Steering of the front wheel must be by non-adjustable handlebars fixed directly to the steering head of the motorcycle.

9.27.5.6 The front wheel axle must support the machine equally on each side of the wheel.

9.27.5.7 Steering lock angle each side of straight ahead position and measured horizontally at ground level must be a minimum of 20°.

9.27.5.8 Handlebar clamps must be radiused and engineered so as to avoid fracture points in the bar.

9.27.6 Rider and Passenger

9.27.6.1 The rider's position, regardless of whether a driving seat is fitted, must be such that the rider's feet are positioned behind the knees.

9.27.6.2 The passenger must be able to lean out to either side of the sidecar and for this purpose the vehicle must be fitted with suitable closed loop type hand holds.

9.27.7 Engine

9.27.7.1 Engines in Formula Two must be 4-stroke: and comply with the following:

a) For two cylinder engines, with an engine capacity of no more than 1000cc,

b) For three cylinder engines, an engine capacity of no more than 675cc,

c) For four cylinder engines, with an engine capacity of no more than 600cc.

9.27.7.2 The engine must be positioned behind the steering head and in front of the driver.

9.27.7.3 Throttle controls must be self-closing.

9.27.7.4 The drive must be transmitted through the rear wheel.

9.27.8 Exhaust Systems

9.27.8.1 Exhaust fumes must be discharged towards the rear but not so as to raise dust, foul the tyres or brakes or inconvenience a passenger or any other rider.

9.27.8.2 The furthest extremity of the exhaust pipe must not exceed a vertical line drawn at a tangent to the rear edge of the sidecar platform.

9.27.8.3 On the side opposite the sidecar, the exhaust pipes must not extend beyond the streamlining.

9.27.8.4 On the other side, the exhaust pipe must not extend beyond the width of the sidecar.

9.27.8.5 Exhaust pipes must be fitted and positioned so as to prevent entanglement with other machines.

SECTION 9G: TECHNICAL REGULATIONS: JUNIOR CLASSES

9.28 JUNIOR 70CC SOLO

9.28.1 Machine Eligibility

9.28.1.1 Machines must:

a) Be of no greater capacity than 70cc
b) Carry where applicable all relevant chassis and engine numbers,
c) Have a chassis which is constructed by an established manufacturer or a chassis approved by MA,

9.28.1.2 The engine must be as manufactured without modification, however engine capacity may be changed to suit another class (eg:70cc -> 85cc) but such changes can only be made using unmodified parts as supplied by the manufacturer of original engine and produce no greater power than an original manufactured engine of the new capacity. The engine may be utilised in a chassis not manufactured by the manufacturer.

9.28.1.3 Replacement engine parts, not manufactured by the original engine manufacturers, e.g: piston, conrod, crankpin assembly can be used for reconditioning purposes provided they don't offer a power advantage.

9.28.1.4 Exhaust systems are free.

9.28.1.5 Carburettor must be as supplied by the engine manufacturer for the model but removed jets and needles may be changed.

9.28.2 Tyres

9.28.2.1 Tyres must:

a) Be commercially available in Australia, and homologated,
b) Be worn to no more than the minimum tread depth indicators,

9.28.2.2 Treaded or slick tyres may be fitted.

9.28.2.3 Tyre warmers may be used. Tyre treatment may not be used.

9.28.3 Permitted Modifications

9.28.3.1 The following may be altered or modified:

a) The fuel system, with a one way vented system breathing into a separate steel or aluminium catch bottle with a minimum capacity of 250cc,
b) The cylinder and cylinder head, for the purposes of repair but original material and all original dimensions must be retained,
c) Spark plug type and range,
d) Front fork oil and spring pre-load settings,
e) Brake friction materials,
f) Sprockets and chains,
g) The cooling system.

9.28.3.2 Paper or foam type filters may be fitted.

9.28.3.3 Still air boxes or air filter assemblies may be fitted.

9.28.3.4 Data loggers are not allowed.

9.28.3.5 No other alterations or modifications are permitted other than stated in these rules.

9.29 JUNIOR 85CC SOLO

9.29.1 Machine Eligibility

9.29.1.1 Machines must:

a) Be 2-stroke and of no greater capacity than 85cc,
b) Carry where applicable all relevant chassis and engine numbers,
c) Have a chassis which is constructed by an established manufacturer or approved by MA.

9.29.1.2 The engine must be as manufactured

without modification, however engine capacity may be changed to suit another class (e.g. 85cc > 70cc) but such changes can only be made using unmodified parts as supplied by the manufacturer of the original engine and produce no greater power than an original manufactured engine of the new capacity. The engine may be utilized in a chassis not manufactured by the manufacturer.

9.29.1.3 Replacement engine parts, not manufactured by the original engine manufacturer e.g. piston, conrod, crankpin assembly can be used for reconditioning purposes providing they don't offer a power advantage.

9.29.1.4 Exhaust systems are free.

9.29.1.5 Carburettor must be as supplied by the engine manufacturer for the model but removed jets and needles may be changed.

9.29.1.6 Data loggers are not allowed.

9.29.2 Tyres

9.29.2.1 Tyres must:

a) Be commercially available in Australia, and homologated,

b) Be worn to no more than the minimum tread depth indicators.

9.29.2.2 Treaded or slick tyres may be fitted.

9.29.2.2 Tyre warmers may be used. Tyre treatment may not be used.

9.29.3 Permitted Modifications

9.29.3.1 The following may be altered or modified:

a) The fuel system, with a one-way vented system breathing into a separate steel or aluminium catch bottle with a minimum capacity of 250cc,

b) The cylinder and cylinder head, for the purposes of repair but original material and all original dimensions must be retained,

c) Spark plug type and range,

d) Front fork oil and spring pre-load settings,

e) Brake friction materials,

f) Sprockets and chains,

g) The cooling system.

9.29.3.2 Paper or foam type filters may be fitted.

9.29.3.3 Still air boxes or air filter assemblies may be fitted.

9.29.3.4 No alterations or modifications are permitted other than stated in these rules.

9.30 JUNIOR 160CC SOLO

9.30.1 Machine Eligibility

9.30.1.1 Machines must be 4-stroke and OEM.

9.30.1.2 Data loggers are not allowed.

9.30.2 Permitted Modifications

9.30.2.1 The following may be modified:

a) External gearing,

b) Carburettor jetting,

c) Handlebars and footrests, provided original mounting points are used.

9.30.2.2 Only treaded tyres may be fitted.

9.30.2.3 Tyre warmers may be used.

SECTION 9H: MINIMOTO

9.31 COMPETITION RULES

9.31.1 Grid Positions

9.31.1.1 There must be a maximum of 5 riders per row with a minimum of one metre between the riders; and

9.31.1.2 There must be a minimum of 2 metres between rows.

9.31.1.3 No more than 30 riders may participate in each race.

9.31.2 Starts

9.31.2.1 Unless otherwise provided for in supplementary regulations, massed starts must be used.

9.31.2.2 Unless otherwise provided for in supplementary regulations, qualifying for starting positions must be held.

9.31.2.3 In the absence of qualifying, the Clerk of Course must allocate starting grid positions.

9.31.3 False Starts

9.31.3.1 Upon recommendation of the Clerk of Course, a board showing "Stop & Go" as well as the riding number will be shown at the finish area to the rider who made the false start.

9.31.3.2 The rider making the false start must:

a) Go to the designated "Stop & Go" penalty zone,

b) Bring their machine to a stop (the engine must not be turned off),

c) Remain stationary for a full second.

9.31.3.3 The rider may then re-join the race.

9.31.3.4 This procedure is under the strict control of the designated Marshals,

a) If a rider fails to stop after being shown the Stop & Go board three times, the rider will be black flagged,

b) If more than one rider is to be penalised, the riders will be signaled on subsequent laps,

c) Where the Marshals have been unable to carry out the "Stop & Go" procedure before the end of the race, the rider will incur a time penalty of 15 seconds.

9.32 PROTECTIVE CLOTHING

9.32.0.1 No competitor may practice, start or compete in any Minimoto competition unless wearing the protective clothing and equipment as outlined in Appendix A: Protective Clothing and Equipment.

9.33 FRAMES AND PARTS

9.33.0.1 Minimotos must be fixed or rigid frames with no suspension.

9.33.0.2 Minimotos must have a working handlebar mounted engine kill-switch.

9.33.0.3 Foot pegs must be covered in plastic, rubber or nylon.

9.33.1 Tyres

9.33.1.1 Knobby tyres are not permitted.

9.33.1.2 Treaded road tyres may be used at any time.

9.33.2 Rims

9.33.2.1 Rims must be 6.5" diameter.

9.33.3 Brakes

9.33.3.1 A pin or locknut must be fitted to the brake pad fixture. The safety wire used on the brake caliper bolts must be visible.

9.33.3.2 Brakes may be cable or hydraulically operated.

9.33.3.3 Handlebar levers must have ball ends with a minimum diameter of 10mm.

9.34 ENGINES

9.34.1 As per GCR 9.16 plus:

9.34.1.1 Lock wiring used on oil and water filler caps and drain plugs must be visible.

9.34.1.2 A non-return valve must be fitted to the tank breather pipe which must discharge into a catch tank with a minimum capacity of 100cc.

9.34.1.3 Final drive must be single speed via a dry centrifugal clutch (adjustable allowable).

9.34.1.4 Fuel must not leak when machine is laid on each side. Use of an O-ring under cap permitted.

9.34.2 Minimoto

9.34.2.1 Junior riders (under 16 years) cannot compete with Senior riders.

9.34.2.2 Seniors and Juniors Class 1: Basic CAG (Chinese air-cooled copy of Italian original):

a) Capacity: Maximum 51cc,

b) Crankcase: Standard air-cooled CAG only,

c) Crankshaft: Standard half circle CAG only,

d) Connecting rod & piston: Chinese made,

e) Seals: Bearings, Gaskets: Open,

f) Head/Barrel: Standard CAG only, maximum two intake & one exhaust port without modification, must be cast only,

g) Coil: Standard CAG only,

h) Timing key allowed,

i) Flywheel: Standard without modification,

j) Spark Plug: Open,

k) Clutch: Open,

l) Carburettor: Maximum 15mm bore,

m) Air filter: Open,

n) Reed block: Standard CAG only,

o) Reeds: Material open,

p) Exhaust system: Open,

q) Tyres: Open,

r) Gear ratios: Open,

s) Machining: Porting, machining (including polishing) of barrel/head, crankcase, crankshaft, con-rod, piston or flywheel is NOT permitted,

t) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

9.34.2.3 Seniors and Juniors Class 2: Pro CAG.

a) Capacity: Up to 51cc,

b) Crankcase: Standard air-cooled CAG only,

c) Crankshaft: Open,
d) Connecting rod & piston: Chinese made,
e) Seals: Bearings, Gaskets: Open,
f) Head/Barrel: Open,
g) Coil: Standard CAG only,
h) Timing keyway allowed,
i) Flywheel: Open,
j) Spark Plug: Open,
k) Clutch: Open,
l) Carburettor: Open,
m) Air filter: Open,
n) Reed block: Open,
o) Reeds: Material open,
p) Exhaust system: Open,
q) Tyres: Open,
r) Gear ratios: Open,
s) Chain: Open,
t) Machining: Open,
u) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

9.34.2.4 Seniors and Juniors Class 3: Elite Air-cooled.
a) Capacity: Maximum 51cc air-cooled only,
b) Crankcase: Open,
c) Crankshaft: Open,
d) Connecting rod & piston: Open,
e) Seals, Bearings, Gaskets: Open,
f) Head/Barrel: Open,
g) Coil: Open,
h) Timing key: Open,
i) Flywheel: Open,
j) Spark Plug: Open,
k) Clutch: Open,
l) Clutch Bell: Open,
m) Carburettor: Open,
n) Air filter: Open,
o) Reed block: Open,
p) Reeds: Material open,
q) Exhaust system: Open,
r) Tyres: Open,
s) Gear ratios: Open,
t) Machining: Open,
u) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

9.34.2.5 Seniors and Juniors Class 4: Basic Chinese Water-cooled:
a) Capacity: Maximum 51cc,
b) Crankcase: Chinese,
c) Crankshaft: Chinese,
d) Connecting rod & piston: Chinese made,
e) Seals, Bearings, Gaskets: Open
f) Barrel / Head: Standard Chinese for that model,
g) Coil: Standard Chinese,
h) Timing key: Standard Chinese,
i) Flywheel: Original Chinese,
j) Spark Plug: Open,
k) Clutch: Open,
l) Carburettor: Open,
m) Air filter: Open,
n) Reed block: Standard Chinese, reed spacer accepted,
o) Reeds: Material open,
p) Exhaust system: Chinese made, but can be modified to suit application. Stinger/muffler open,
q) Tyres: Open,
r) Gear ratios: Open,
s) Machining: Porting, machining (including polishing) of barrel/head, crankcase, crankshaft, con-rod, piston or flywheel is NOT permitted,
t) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

9.34.2.6 Seniors and Juniors Class 5: Pro Chinese Water-cooled:
a) Capacity: Maximum 51cc,
b) Crankcase: Chinese made,
c) Crankshaft: Chinese made,
d) Connecting rod & piston: Chinese made,
e) Seals, Bearings, Gaskets: Open,
f) Barrel: Chinese made,
g) Head: Open,
h) Coil: Open,

i) Timing key: Open,
j) Flywheel: Open,
k) Spark Plug: Open,
l) Clutch: Open,
m) Carburettor: Open,
n) Air filter: Open,
o) Reed block: Open,
p) Reed Material: Open,
q) Exhaust system: Open,
r) Tyres: Open,
s) Gear ratios: Open,
t) Machining: Open,
u) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

9.34.2.7 Seniors and Juniors Class 6: Elite Open 40cc:

a) May be air or water-cooled,
b) Origin open, (may be Chinese or European made),
c) Capacity: Maximum 40cc,
d) Crankcase: Open,
e) Crankshaft: Open, maximum 39.2mm stroke,
f) Connecting rod & piston: Open,
g) Seals, Bearings, Gaskets: Open,
h) Head/Barrel: Open,
i) Coil: Open,
j) Timing key: Open,
k) Flywheel: Open,
l) Spark Plug: Open,
m) Clutch: Open,
n) Clutch Bell: Open,
o) Carburettor: Maximum 14mm. Must be marked as 14mm or less by OEM, or Carburetor must be sized before commencement of racing by the Clerk Of Course, then marked and sealed,
p) Air filter: Open,
q) Reed block: Open,
r) Reeds: Material Open,
s) Exhaust system: Open,
t) Tyres: Open,
u) Gear ratios: Open,
v) Chain: Open,
w) Machining: Open,
x) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

9.34.2.8 Seniors and Juniors Class 7: Elite Open 50cc;

a) May be air or watercooled,
b) Origin open, (may be Chinese or European made),
c) Capacity: Maximum 51cc,
d) Crankcase: Open,
e) Crankshaft: Open,
f) Connecting rod & piston: Open,
g) Seals, Bearings, Gaskets: Open,
h) Head/Barrel: Open,
i) Coil: Open,
j) Timing key: Open,
k) Flywheel: Open,
l) Spark Plug: Open,
m) Clutch: Open,
n) Clutch Bell: Open,
o) Carburettor: Open,
p) Air filter: Open,
q) Reed block: Open,
r) Reeds: Material Open,
s) Exhaust system: Open,
t) Tyres: Open,
u) Gear ratios: Open,
v) Chain: Open,
w) Machining: Open,
x) Non-programmable ignition systems must be used. No combustion enhancers such as NOS may be used and all bikes must be naturally aspirated.

9.34.2.9 Seniors and Juniors Class 8: Maxi Bikes:

a) Capacity: Up to 51cc 2-stroke or up to 110cc 4-stroke air-cooled,
b) Motor: Chinese,
c) Maximum 12' wheels,
d) Gear box: CVT or locked in one gear no manual changing of gears,
e) All other parts open,
f) Tyres: Open,
g) No combustion enhancers such as NOS.



10 HISTORIC ROAD RACING

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APPLICATION OF CHAPTER

The following Rules governing Historic Road Racing motorcycles are written to facilitate the organisation of uniform and fair competition.

The express purpose of these Rules is to ensure the motorcycles are in a condition that is visually compatible with the period of racing being portrayed. These Rules are to be interpreted so as to ensure that motorcycles are presented in the spirit of the period. All machines should be prepared to a high standard of cosmetic appearance.

SECTION 10A: AUSTRALIAN CHAMPIONSHIPS

10.1 CATEGORIES FOR AUSTRALIAN HISTORIC ROAD RACE CHAMPIONSHIPS

HISTORIC ROAD RACING
Solo Up to 125cc
Solo 132cc to 250cc
Solo 263cc to 350cc (excludes Period 6)
Solo 368cc to 500cc
Solo 526cc to 1300cc (excludes Period 6)
Sidecar Up to 1300cc (excludes Period 6)
Period 2 Up to 350cc
Period 2 368cc to 1300cc
Period 3 Formula 700 526cc to 700cc
Period 4 Formula 750 526cc to 750cc
Period 5 Formula 750 526cc to 750cc
Period 6 250 Production Solo 250cc
Period 6 Formula 750 Solo 526cc to 1000cc
Period 6 Formula 1300 Solo 788cc to 1300cc

10.2 CHAMPIONSHIP MEDALLIONS AND TROPHIES

10.2.1 Individual Competitions

10.2.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each Championship solo class and 1st, 2nd and 3rd placed rider and passenger in the Championship sidecar class at all Australian Championship meetings.

10.2.2 All Competitions

10.2.2.1 At least the first 3 place getters in any Australian Championship event must be awarded a sash or similar permanent memento of the achievement by the Promoter, irrespective of MA awards.

10.2.2.2 Medallions and points will be awarded in all Australian Championships where there are:

a) 10 or more bona fide entries for all solo classes,

b) 6 or more bona fide entries for sidecar classes.

10.2.2.3 A bona fide entry is defined as a full entry received quoting:

a) A current MA National or National one-event licence for the rider,

b) An MA Historic Logbook number for the machine entered,

c) Current contact details for the entrant,

d) An entry fee paid, and

e) The entry not withdrawn prior to the commencement of the race meeting.

SECTION 10B: COMPETITION CLASSES

10.3 PERIODS

10.3.0.1 For the purposes of determining eligibility, machines are categorised as follows:

PERIOD	NAME	DATE RANGES
Period 1	Veteran	Up to 31 December 1919
Period 2	Vintage	1 January 1920 to 31 December 1945
Period 3	Classic	1 January 1946 to 31 December 1962
Period 4	Post Classic	1 January 1963 to 31 December 1972
Period 5	Forgotten Era	1 January 1973 to 31 December 1982
Period 6	New Era	1st January 1983 to 31 December 1990

10.4 CLASSES

10.4.0.1 For the purposes of determining eligibility there will be the following classes:

CLASS	TYPE	CAPACITY
Ultra Lightweight	Solo	Up to 125cc
Lightweight	Solo	132cc to 250cc
Junior	Solo	263cc to 350cc (excludes Period 6)
Senior	Solo	368cc to 500cc
Unlimited	Solo	526cc to 1300cc (excludes Period 6)
Sidecar	Sidecar	Up to 1300cc (excludes Period 6)
Period 2 Junior	Solo	Up to 350cc
Period 2 Senior	Solo	Up to 500cc
Period 2 Unlimited	Solo	368cc to 1300cc
Period 3 Formula 700 Note: This class is for push rod engines only and there is no capacity tolerance.	Solo	526cc to 700cc
Period 4 Formula 750	Solo	526cc to 750cc
Period 5 Formula 750	Solo	526cc to 750cc
Period 6 250 Production Note: machine must have either a compliance plate fitted or supporting documentation of the year of manufacture.	Solo	250cc
Period 6 Formula 750	Solo	526cc to 750cc four cylinder & 750cc to 1000cc two cylinder
Period 6 Formula 1300	Solo	788cc to 1300cc

SECTION 10C: COMPETITION RULES

10.5 ELIGIBILITY: GENERAL

10.5.0.1 No person may participate in any competition, unless and until that person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that competition.

10.5.0.2 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.

10.5.0.3 The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.

10.5.0.4 In the interpretation of any Rule relating to the design requirements for any machine or class of machines, reference may be made to relevant diagrams appearing in these Rules.

10.6 ELIGIBILITY: MACHINES

10.6.0.1 Machines are eligible to enter:

a) The capacity and era class as shown in the machine's logbook and,

b) The next available capacity class in that era.

10.6.0.2 Period 3 500cc machines are not allowed to compete in the Formula 700 class.

10.6.0.3 In cases where classes are combined to be run concurrently in the same race, points shall only be awarded for the class for which the machine holds an eligible logbook.

10.6.1 Log Books

10.6.1.1 Log books are mandatory for Historic Road Racing competitions.

10.6.1.2 With the exception of machines covered by GCR 10.6.2, machines that do not hold a log book cannot compete.

10.6.1.3 Log book application forms are available from the MA website www.ma.org.au.

10.6.1.4 To assist in the issuing of a logbook upon completion of the machine, before commencing the building of a machine that consists primarily of replicated parts, plans and specifications must be submitted to MA for interim approval. Application forms for this purpose are available from www.ma.org.au.

10.6.1.5 Issuing of a log book is regarded as prima facie acceptance by MA of proof of eligibility of machines and modifications as presented. This does not remove the rights of challenge or protest.

10.6.1.6 Log books must:

a) Be produced by the entrant at scrutineering,

b) Be available for presentation at any other time during the race meeting,

c) Contain provision for scrutineers to record any alterations or changes to machine.

10.6.1.7 Changes to major components must be approved by the Historic Road Race Commission. Eligibility Scrutineers are only permitted to record minor component changes.

10.6.2 International Competitors

10.6.2.1 Bona fide International competitors riding machines from countries other than Australia may compete without a log book providing prior approval is granted by MA.

10.6.2.2 Overseas competitors' machines must comply with either their own competition rules or those of Australia, and not be a combination of both to gain a competitive advantage.

10.7 GENERAL RULES

10.7.1 Homologation

10.7.1.1 For any competition, MA may require that any machine, or any part of a machine, including tyres, be homologated. For homologation details, contact MA.

10.7.2 Cameras

10.7.2.1 Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.

10.8 PROTECTIVE CLOTHING AND HELMETS

10.8.0.1 No competitor may practice, start or compete in any Historic Road Racing competition unless wearing the protective equipment and clothing as outlined in Appendix A: Protective Clothing and Equipment.

10.9 MACHINE AND RIDER IDENTIFICATION

10.9.1 Number Plates

10.9.1.1 For all competitions three number plates must be fitted – one at the front and one on each side.

10.9.1.2 Number plates must:

a) Be produced to a matte finish,

b) Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,

c) In the case of rectangular plates, have the corners formed to a 38mm radius,

d) In the case of bolt-on number plates, be made from a rigid material with minimum dimensions of 235mm height and 285mm width; and

e) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

10.9.1.3 Front number plates must have figures that are clearly visible at a distance of 20 metres and a solid border 10mm wide.

10.9.1.4 Side number plates must:

a) Be fitted above a horizontal line drawn through the rear axle,

b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest.

10.9.1.5 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.

10.9.1.6 Advertising must be at least 25mm clear of the background of a number plate background and the rider's name by either a gap or a contrasting colour strip unless the advertising is an integral part of the back plate cover.

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10.9.2 Number Plate Colours

10.9.2.1 Colours must be as follows:

CAPACITY or CLASS	BACKGROUND COLOUR	FIGURE COLOUR
Up to 125cc	Black	White
126cc to 250cc	Dark Green	White
251cc to 350cc	Mid Blue	White
351cc to 500cc	Canary Yellow	Black
501cc to 750cc	White	Black
750cc to 1000cc (Formula 750 only)	White	Black
751cc and over	Mail Box Red	White
Up to 500cc Sidecar	Canary Yellow	Black
Over 500cc Sidecar	White	Black

10.9.3 Number Plate Figures

10.9.3.1 Font style is free; however, the onus for legibility rests with the entrant.

10.9.3.2 Figures must be clearly legible, the minimum dimensions being:

DIMENSION	MEASUREMENT-(mm)
Height	140
Width of each figure	75
Space between figures	25
Space between figures and edge of plate	12

10.10 RACE MEETING PROTOCOLS

10.10.1 Flags and Signals

10.10.1.1 The minimum dimensions of all flags must be 500mm x 500mm.

10.10.1.2 Track flags and signals as per Appendix B: Track Flags & Signals.

10.10.1.3 The National flag signifying the start of an event may be replaced by a light signal.

10.10.2 Measurement at Meetings

10.10.2.1 A Steward of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the Relevant Controlling Body.

10.10.2.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

10.10.3 Measurement: All Australian and State Championship Events

10.10.3.1 All machines must have provision for the placement of sealing wire.

10.10.3.2 An entrant may request that the entrant's machine be measured and sealed before the event. As soon as practicable after receiving the request the measurer for the event must measure and seal the machine. Any machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the event.

10.10.3.3 The 1st, 2nd, 3rd and 4th placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, and the event result will be provisional,

a) At the conclusion of that period, if no protest is received, the result will be final,

b) If the machines are to be ridden in another event within that period, they must be sealed before being returned to the competitor for that event,

c) If no protest is received within that period, the seals may be removed.

10.10.3.4 Any machine sealed as the result of a protest may only be measured by a Measurer. All Measurer's reports, together with the seals, must be delivered to the Relevant Controlling Body within 21 days after the event.

10.10.4 Starts

10.10.4.1 All competitors must, in relation to the start of any event, comply with directions issued by, and under the authority of, the Starter. For such purposes the Starter, on the instructions of a key official, may:

a) Delay a start,
b) Direct a re-start,
c) Direct a competitor to start from:
   i) The back of the starting grid,
   ii) The pit lane,
   iii) The rear of the field, or
   iv) Such other position as shall be required for the safe, fair and orderly start of the event.
d) Exclude a competitor who is late for the start.

10.10.4.2 The method of starting will be as prescribed by supplementary regulations.

10.10.4.3 The start of an event occurs:

a) When the order to start is given, or
~~b) For flying starts, when the starting line is crossed.~~

10.10.4.4 No rider may start an event after the point where the lead rider has crossed **the finish line to complete the first** racing lap.

10.10.5 Finishes

10.10.5.1 For events where speed is the determinant:

a) A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:
   i) To the first to complete the event, who will, subject to the results of any protests, be the winner, and
   ii) Thereafter to each competitor who:
   - Has completed not less than 75% of the event distance,
   - Is still competing in the event on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of event being the determinant of placings.

b) The finish of the event occurs when the flag is displayed to the last competitor under GCR 10.10.5.1 a),
c) The finish occurs for each machine when the foremost part of the machine crosses the line,
d) Where there are two competitors required to be on one machine together, both must finish the event in contact with the machine. On a solo machine the competitor must finish the event in contact with the machine,
e) In case of a dead heat between competitors for a place:
   i) The places and the awards for those places will be combined,
   ii) The participants in the dead heat will share the places and awards equally,
   iii) The remaining places will be relegated by the number of participants in the dead heat.

10.10.6 Stopping Events

10.10.6.1 Where an incident causes an event to be stopped, the Steward or Clerk of Course may declare the event complete if at least 75% of the event distance or time, whichever is the less, has been run.

10.10.6.2 The results so declared will be based on the placings at the finish line of the last full lap completed before the incident but will exclude those competitors who:

a) Caused the incident, or
b) Having been involved in the incident, could not continue in the event.

10.10.7 Stopping and Re-Running Events

10.10.7.1 The Steward or Clerk of Course who has excluded a competitor for unfair conduct and considers that such conduct has:

a) Given an advantage to the team of which the offender is a member, or
b) In the case of a non-team event, jeopardised the fair chances of one or more of the other competitors in the event,

may declare the event void and order a re-run.

10.10.7.2 If the event continues, any competitor unable to cross the finish line as a

result of such conduct on the part of the excluded competitor may be deemed to have finished the race in the place:

a) Held immediately before such conduct, or

b) Having regard to any advancement in placing following the exclusion, in some other place.

10.10.7.3 A Steward or Clerk of Course may stop an event and order it to be re-run if it would be dangerous for it to continue.

10.10.7.4 In any re-run:

a) Any competitor who:

i) Fell in the stopped event as a result of having been fouled,

ii) Intentionally laid down his or her machine in the interests of safety, or

iii) Left the course in the interests of safety,

may participate.

b) Any competitor who:

i) Caused or contributed to the event being stopped,

ii) Failed to start in,

iii) Retired from,

iv) Was excluded from,

v) Had been lapped during the course of the stopped event,

may not participate.

10.10.7.5 If the race is interrupted after the chequered flag, the following procedure will apply:

a) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.

b) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.

c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

10.10.8 Change of Machine during a Competition

10.10.8.1 During any competition, other than an attempt at a record, no machine may be exchanged for another unless permitted under these Rules or any supplementary regulations.

10.10.9 Radio Communication

10.10.9.1 Radio communications with riders is not allowed, and will be classed as outside assistance.

10.10.10 Scoring

10.10.10.1 The results for each competitor in each event will be determined by the allocation to that competitor of points in accordance with the following table:

PLACE	POINTS	PLACE	POINTS
1	25	11	10
2	20	12	9
3	18	13	8
4	17	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

10.10.10.2 If a tie on points occurs for any position in an event which is conducted over more than one race, the tying competitor who has the higher finishing position in the final race of the event will be awarded the position.

10.10.10.3 If a tie on points occurs for any position in a Series, the tying competitor who has the greatest number of higher placing's in the Series will be awarded the position.

10.10.10.4 An alternative points scoring system may be approved for an MA series event.

10.10.10.5 If a tie on points occurs for any position in an event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the event will be awarded the position.

10.10.10.6 If a tie on points occurs for any position in a series, the tying competitor who has the greatest number of higher placings in the series will be awarded the position.

10.11 RACE MEETING PROTOCOLS: AUSTRALIAN HISTORIC ROAD RACE CHAMPIONSHIP

10.11.1 Allocation of Numbers

10.11.1.1 The current Australian Championship title holding rider in every Historic Road Race Championship class is entitled to the Number 1 number plate for use in the capacity class for which the title is held.

10.11.1.2 If the current champion in the respective Australian Championship class is not entered, or declines to use the Number 1 plate, the plate shall not be used by another competitor in that class.

10.11.2 Format

10.11.2.1 The Australian Historic Road Race Championship will be conducted as a single meeting at a venue selected by the Historic Road Race Commission.

10.11.2.2 The Australian Championship shall consist of no more than 3 races per period per class.

10.11.2.3 Race distances will be determined by the Historic Road Race Commission, in consultation with the Promoter.

10.11.3 Log Books

10.11.3.1 Machines entered in the Australian Historic Road Race Championships must have a log book issued by MA, or be covered by GCR 10.6.2 .

10.11.3.2 Log book application forms are available on www.ma.org.au or from State Controlling Bodies.

10.11.3.3 Log book applications may not be processed if lodged within 6 weeks of the Championship.

SECTION 10D: TECHNICAL REGULATIONS

10.12 SOUND EMISSIONS

10.12.0.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

10.13 FUEL

10.13.0.1 Fuel for all machines must be as per Appendix C: Sound Emissions & Fuel.

10.13.0.2 Please note: As of January 1st 2019, AV Gas will no longer be acceptable for use in Historic Road Racing.

10.14 ENGINES

10.14.1 General

10.14.1.1 Engine capacity must not exceed 1300cc.

10.14.1.2 Period 6 only: overbore limit of 5% for engine reconditioning above the original manufacturer's capacity, provided that the upper limit of 1300cc is not exceeded.

10.14.2 Reciprocating Engines

The formula for calculation of capacities and classes

$$\text{Cubic capacity} = \frac{(D^2 \times 3.1416 \times C \times N)}{4}$$

Where:

D = Bore in centimetres

C = Stroke in centimetres

N = Number of cylinders

10.14.3 Rotary Engines:

$$\text{Cubic capacity} = \frac{(Z \times V)}{N}$$

Where:

V = Capacity of each chamber comprising the engine in cubic centimetres,

N = Number of turns of the motor necessary to complete 1 cycle in a chamber, and

Z = Combustion cycles per revolution.

10.14.4 Wankel System Engines With a Triangular Piston

Cubic capacity = 2 x V x D

Where:

V = Capacity of a single chamber,

D = The number of rotors.

10.14.4.1 Wankel system engines are classified as 4-strokes.

10.14.5 Superchargers and Turbochargers

10.14.5.1 Superchargers and turbochargers may only be used as follows:

~~a) In drag racing or record attempts,~~

a) In Production Class or Improved Touring racing when fitted as factory equipment,

b) The nominal cubic capacity of an engine as calculated under 10.14.2, 10.14.3 or 10.14.4 that is fitted with a supercharger or a turbocharger shall be multiplied by 2 for the purposes of engine classification,

c) For Historic Road Race Period 2 machines, when fitted with a supercharger as factory equipment.

10.14.6 Engine Capacity Tolerances

10.14.6.1 The actual engine capacity of a machine competing in a capacity class in Historic Road Race may not exceed the prescribed capacity for that class by more than 5%.

10.15 FRAMES AND PARTS

10.15.0.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

10.15.1 Compulsory Modifications

10.15.1.1 The following parts must be removed from any machine before it may be entered in a competition:

a) Headlamp,
b) Tail lamp,
c) Traffic indicators,
d) Reflectors,
e) Horns,
f) Rear vision mirrors,
g) Centre, rear and side stands,
h) Registration plate and label holder.

10.15.1.2 Any sharp edges left by the removal of these components must be protected by a rolled edge or beading of a minimum diameter of 3mm.

10.15.2 General

10.15.2.1 All machines must be fitted with a functioning engine cut out switch which must be either a lanyard type or handle bar mounted.

10.15.2.2 Plugs or caps which, if removed, permit the discharge of any lubricating, cooling or hydraulic fluids must be lockwired or otherwise secured in the tightened position in a manner approved by the scrutineer. All high pressure oil lines to be secured by a pressure type fitting on Period 4, Period 5 and Period 6 machines. Worm drive hose clips may be used on Period 1, Period 2 and Period 3 machines.

10.15.2.3 All hoses must be securely fitted and guarded to prevent contact with:
a) The ground, and
b) Tyres or other moving parts over the full movement of the suspension.

10.15.2.4 All machines must be fitted with an oil catch tank of a minimum capacity of 500cc, to be emptied at the end of each race.

10.15.2.5 The only liquid coolants permitted are ~~is~~ water and non-glycol coolants. Glycol and coolants manufactured with glycol are not allowed.

10.15.2.6 A self-closing throttle must be fitted.

10.15.2.7 Four-valve heads are prohibited in all periods unless originally fitted by the manufacturer, or were a proven period modification.

10.15.2.8 Front and rear brake caliper mounting bolts to be lockwired in the tightened position.

10.15.2.9 Frame protection devices may be added to run lengthwise along the frame, providing they do not protrude more than 80mm from the bodywork and are no more than 80mm in diameter.

10.15.2.10 Where the exhaust system or swing arm does not shield the sprocket a chain guard must be fitted in such a way to prevent trapping between the lower drive chain and the final drive sprocket at the rear wheel.

SECTION 10E: TECHNICAL REGULATIONS:

10.16 ALL CLASSES

10.16.0.1 The onus of proof of eligibility shall rest wholly upon the rider or entrant of the machine. Service and Parts Manual publication dates are not proof of eligibility.

10.16.0.2 Entrants must enter their motorcycles at historic meetings quoting the year of manufacture.

10.16.0.3 The eligibility and dating of Historic motorcycles shall be considered in terms of major and minor components and the period of the motorcycle shall be the period of the latest major component.

10.16.0.4 For the purpose of these rules 'year of manufacture' is defined as the year in which:

a) For a road-based machine,

the machine or its latest major component was first generally available for sale and delivery to the purchaser,

b) For a race bike, the year in which the machine or the latest major component first appeared in open competition.

10.16.0.5 The dating of replicated major components is defined as the year of manufacture of the original component being replicated.

10.16.0.6 Major components are:

a) All engine and gearbox external castings,

b) Frames,

c) Swingarms,

d) Brakes,

e) Forks and fork yokes.

10.16.0.7 All other components shall be considered as minor components.

10.16.0.8 Major components that were manufactured outside a specific period, but which are visually indistinguishable when assembled from period components shall be eligible for that period.

10.16.0.9 Modifications to major components are allowed, providing such modifications are visually indistinguishable from modifications proven to have been used in the period.

10.16.0.10 Components, whether major or minor, prohibited from use in any period will be deemed to be prohibited from use in all earlier periods unless specifically permitted under these Rules.

10.16.0.11 Minor components may be modified or updated, provided that they remain visually compatible with the period being depicted.

10.16.0.12 Components manufactured outside the period are eligible, if permitted under these Rules.

10.16.0.13 Fairings, streamlinings and cosmetic components must be based on patterns known and used in the period.

10.16.0.14 Worm drive hose clamps on oil lines are permitted for Periods 1, 2 and 3 only.

10.16.0.15 All machines, whether standard or modified, must comply with the specifications of the period.

10.16.0.16 Everything that is not authorised and prescribed for use under these Rules is strictly forbidden.

10.17 PERIOD 1 AND 2 SOLO

10.17.1 Requirements: Period 1 and 2

10.17.1.1 At least one efficient braking system and a primary drive guard if so driven;

10.17.1.2 Oval number plates.

10.17.1.3 Unless otherwise contained in the machine's original specifications, wheel rim widths must not exceed WM3.

10.17.1.4 Major components that were manufactured outside a specific period but which are visually compatible with period components shall be eligible at the discretion of the Historic Road Race Commission.

10.17.2 Permitted Uses: Period 1 and 2

10.17.2.1 Pure methanol fuel with no additives other than lubricating oil.

10.17.2.2 Amal GP, Monobloc and MK1 concentric to 35mm (1 ⅜ inch).

10.17.2.3 All period carburettors.

10.17.3 Prohibited Uses: Period 1 and 2

10.17.3.1 Slick or grooved slick tyres.

10.17.3.2 Shock absorbers with remote or external reservoirs.

10.18 PERIOD 3 SOLO

10.18.1 Requirements: Period 3

10.18.1.1 Unless otherwise contained in the machine's original specifications, wheel rim dimensions of a minimum of 18" (457mm) diameter, and maximum WM3 width on all wheels.

10.18.1.2 Oval number plates.

10.18.1.3 Front and Rear Brakes: Any drum brake with a maximum internal diameter of 230mm.

10.18.1.4 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from steel or aluminium, or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed

properly and securely. Bonding alone is not a suitable method of mounting.

10.18.2 Permitted Uses: Period 3

10.18.2.1 Pure methanol fuel with no additives other than lubricating oil.

10.18.2.2 The following carburettors:

a) All non-period Amal carburettors up to 40mm, or
b) Dellorto SS1 and Dellorto concentric non-pumper carburettors up to 40mm,
c) Keihin CR and PW round bore series carburettors up to a nominal 30mm,
d) Mikuni VM round slide carburettors up to 40mm,
e) Gardner Type C carburettors up to 40mm.

10.18.2.3 Diaphragm clutches, tooth belt drives and electronic ignition, provided they are concealed from view.

10.18.2.4 Triumph 8- and 9-stud cylinder heads.

10.18.2.5 Reinforced gearbox castings.

10.18.2.6 Cerani GP Forks or replicas thereof (e.g. Maxton).

10.18.3 Prohibited Uses: Period 3

10.18.3.1 Direct crankcase induction other than rotary disc valve on 2 -stroke engines.

10.18.3.2 Reed valves on 2-strokes.

10.18.3.3 Non-motorcycle engines and transmissions.

10.18.3.4 Disc brakes.

10.18.3.5 Slick or grooved slick tyres.

10.18.3.6 Shock absorbers with remote or external reservoirs.

10.19 PERIOD 4 SOLO

10.19.1 Requirements: Period 4

10.19.1.1 Unless otherwise contained in the machine's original specifications, wheel rim dimensions of:

a) minimum 18" (457mm) diameter, and maximum WM4 width on all wheels,
b) 750cc - 1000cc Max. 2.5 Front
750cc - 1000cc Max. 3.00 Rear

10.19.1.2 Period forks:

a) Forks of a type manufactured in the period up to a maximum diameter of 38mm,
b) Forks which replicate the type manufactured in the period up to a maximum diameter of 38mm.

10.19.1.3 Oval or rectangular number plates.

10.19.1.4 Reed valves and crank case induction on 2-stroke engines, but only if the engine of original manufacture was so fitted.

10.19.1.5 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar, or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Bonding alone is not a suitable method of mounting.

10.19.1.6 All high pressure oil lines to be secured by a pressure type fitting; worm drive clamps do not comply.

10.19.2 Permitted Uses: Period 4

10.19.2.1 Mechanical fuel injection.

10.19.2.2 Pure methanol fuel with no additives other than lubricating oil.

10.19.2.3 Keihin CR Special round slide carburettors up to 33mm bore size.

10.19.2.4 Lockheed 4-fin brake calipers.

10.19.3 Prohibited Uses: Period 4

10.19.3.1 Accessory air assisted front forks.

10.19.3.2 Electronic fuel injection.

10.19.3.3 All power jet carburettors and all other carburettors that are fitted with any form of auxiliary/primary jet mounted so as to feed into the air stream prior to the main carburettor body.

10.19.3.4 Mono-shock rear ends.

10.19.3.5 The following machines or their major components:

a) Kawasaki 900Z1,
b) Yamaha TZ,
c) Yamaha RD.

10.19.3.6 Mag wheels (cast metal wheels).

10.19.3.7 Rear disc brakes, unless originally factory fitted.

10.19.3.8 Slick or grooved slick tyres.

10.19.3.9 Shock absorbers with remote or external reservoirs.

10.20 PERIOD 5 SOLO

10.20.1 Requirements: Period 5

10.20.1.1 Unless otherwise contained in the machine's original specifications,

a) For 125cc to 500cc machines, the wheel rim must have:
   i) A minimum diameter of 18" (457mm), and
   ii) A maximum width of 2.5" (63.5mm) front and 4" (101.6mm) rear.
b) For Unlimited class, the wheel rim must have:
   i) Minimum diameters of 16" (407mm) front and minimum of 17" (432mm) rear, and
   ii) A maximum width of 3.5" (89 mm) front and 5" (127mm) rear.

10.20.1.2 Period forks:

a) Forks of a type manufactured in the period up to a maximum diameter of 41mm,
b) Forks which replicate the type manufactured in the period up to a maximum diameter of 41mm.

10.20.1.3 Rectangular number plates.

10.20.1.4 Front and rear brakes:

a) Manufactured in the period, or
b) Which replicate those manufactured in the period.

10.20.1.5 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar , or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Bonding alone is not a suitable method of mounting.

10.20.1.6 All high pressure oil lines to be secured by a pressure type fitting; worm drive clamps do not comply.

10.20.2 Permitted Uses: Period 5

10.20.2.1 The following machines or their major components:

a) Kawasaki 900Z1,
b) Yamaha TZ,
c) Yamaha RD and LC.

10.20.2.2 Spoked and mag-type (cast metal) wheels.

10.20.2.3 Slick type racing tyres, cut slicks and racing wets.

10.20.2.4 The swingarm must be as manufactured or modified in accordance with modifications carried out in the period, or an aftermarket item available in the period, or a replica of an aftermarket item available in the period.

10.20.3 Prohibited Uses: Period 5

10.20.3.1 Floating front and rear discs unless:

a) Manufactured in the period, or
b) Which replicate those manufactured in the period.

10.20.3.2 The following machines or their major and minor components:

a) Yamaha TZ250H,
b) Yamaha TZ250J,
c) 1981 Suzuki RG 500,
d) 1982 Suzuki RG 500.

10.20.3.3 Unless contained in the machine's original specifications, all anti-dive devices and external fork damping.

10.20.3.4 Replica fork sliders, calipers and anti-dive devices must be visually indistinguishable from factory original.

10.20.3.5 Electronic fuel injection.

10.20.3.6 The use of carbon fibre and Kevlar materials, and other materials presented as having the appearance of carbon fibre, with the exception of Period 5 two-stroke exhaust systems only.

10.21 PERIOD 6 SOLO

10.21.1 Requirements: Period 6

10.21.1.1 Period forks:

a) Conventional forks of a type manufactured in the period up to a maximum diameter of 43mm,
b) Conventional forks which replicate the type manufactured in the period

up to a maximum diameter of 43mm,

c) Inverted forks may only be used if originally fitted to the machine by the manufacturer.

10.21.1.2 Rectangular number plates.

10.21.1.3 Front and rear brakes must be:

a) Manufactured in the period, or

b) Which replicate those manufactured in the period.

10.21.1.4 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar, or be fitted with heavy duty crash resistant end cases made from solid metal. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Bonding alone is not a suitable method of mounting.

10.21.1.5 Formula 750/1300 Based Machines

To be eligible for a Formula class, machines shall be of a make and model that was generally available to the Australian public during the period as supplied by the original factory of manufacture for normal road use. It is expected that machines will not be altered significantly from the original specification; accordingly all modifications will need to be proven to be of the period.

The following items must remain standard to the original specification to comply with Formula classification:

a) Frame (from steering head to rear of seat support) may be braced and brackets for road-going equipment may be removed. However the rear sub frame may be replaced with an aftermarket item or a rear sub frame or seat support may be manufactured,

b) Petrol tank (fillers and taps may be removed/replaced. Fuel capacity may be reduced or enlarged as long as general appearance and dimensions are not changed),

c) Engine castings,

d) Position of the cylinders and heads relative to the crank case,

e) Number of valves and ports in the engine on both the intake and exhaust side,

f) Bodywork and seat changes for catch tray and provision of suitable area for numbering are allowed,

g) Internal fairing dam or catch tray must have a capacity of:

i) 2.5 litres for 2-stroke machines,

ii) 3 litres for 4-stroke machines,

and contain no less than two holes, each of 25mm which may be opened in wet race conditions.

10.21.1.6 All high pressure oil lines to be secured by a pressure type fitting, worm drive clamps do not comply.

10.21.2 Permitted Uses: Period 6

10.21.2.1 Ride height adjuster including dog bones and linkages.

10.21.2.2 Steering damper.

10.21.2.3 Tyre choice is open, but wheels must be from or visually indistinguishable from models available in the period. And be:

a) Maximum rim width front = 3.5 inch,

b) Maximum rim width rear = 6 inch.

10.21.2.4 Fuel tanks maybe changed or modified provided they appear visually compatible with period components.

10.21.3 Prohibited Uses: Period 6

10.21.3.1 Radial brakes are prohibited.

10.21.3.2 Carbon fibre discs are prohibited.

10.21.3.3 Carbon fibre wheels are prohibited.

10.21.3.4 Replica fork sliders, calipers and anti-dive devices must be visually indistinguishable from factory original.

10.21.3.5 Superchargers and Turbochargers are prohibited unless originally fitted equipment.

10.21.3.6 Fuel injection where fuel is injected directly into the combustion chambers is not permitted. Manifold injection is allowed provided it is the original system supplied on the machine.

10.21.3.7 The following machines or their major components:

a) Kawasaki ZXR 750 J

b) Yamaha FZR 1000 RU

c) Suzuki GSX-R1100 M
d) Yamaha TZ250B V-twin

Machines that were released for the 1991 model year are excluded unless all major components remain unchanged, therefore fully satisfying GCR 10D

10.21.3.8 Period 6 250 Production only: Slick or grooved slick tyres prohibited.

10.21.4 Period 6 Production

10.21.4.1 Open to all 2-stroke and 4-stroke production based road bikes. To be eligible for racing, the motorcycle must be a production model manufactured between 1983 – 1990. Period 6 Production machines must comply with Road Race GCR 10.16 and 10.17.

10.21.4.2 Period 6 250 Production machines.

The following items may be modified from the original equipment manufacturer (OEM):

a) Bodywork may be replaced, provided the replacement bodywork provides a similar profile to the original equipment,
b) External gearing and drive chain,
c) Tyres must be manufactured for road use in all weather conditions (use of slicks or grooved slicks prohibited),
d) Machines are eligible to run 17" rims, with a maximum of 3" front and 4.5" rear, maximum rear tyre size of 165,
e) Brake pads, linings, brake hoses and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs however they must fit the original caliper and wheel mounting. The outside diameter, material and ventilation system must remain the same as OEM for the model,
f) Exhaust system, provided it is similar to OEM,
g) Handlebars,
h) Hand and foot controls,
i) Front fork springs and internals,
j) Rear shock and/or spring,
k) Instrument cluster may be removed or replaced,
l) Unnecessary brackets may be removed.

All other parts must remain as supplied by the manufacturer.

10.22 SIDECARS AND CYCLECARS: GENERAL

10.22.0.1 Ground clearance of no less than 65mm for the whole of the underside of the machine (excluding wheels), measured with the machine handlebars in the straight ahead position, race ready with rider and passenger on board.

10.22.0.2 Left-hand and right-hand sidecars may compete against each other in Historic Road Racing.

10.23 PERIOD 1 AND 2 SIDECARS AND CYCLECARS

10.23.1 Requirements: Period 1 and 2

10.23.1.1 At least one efficient braking system and a primary drive guard if so driven.

10.23.1.2 Sidecars must:

a) Use a frame of a type which could be ridden solo, with an outrigger sidecar chassis of tubular steel construction,
b) Be bolted at a minimum of 4 points.

10.23.1.3 Wheel rim dimensions of a minimum of 18" (457mm) diameter, and maximum WM4 width on all wheels.

10.23.1.4 Oval number plates.

10.24 PERIOD 3 SIDECARS AND CYCLECARS

10.24.1 Requirements: Period 3

10.24.1.1 The height to the top bearing of the steering head must be at least 710mm (28") unladen.

10.24.1.2 Wheel rim diameters of at least:

a) Front 16" (406mm),
b) Rear 13" (330mm),
c) Sidecar 10" (254mm).

10.24.1.3 Wheel rim widths of no more than:

a) Front 3" (76mm),
b) Rear 4.5" (115mm),
c) Sidecar 4.5" (114mm ~~102mm~~).

10.24.1.4 Tyre outside diameters must be at least 22" (560mm) front and rear.

10.24.1.5 Oval or rectangular number plates.

10.24.1.6 Front and rear Brakes:

a) Any drum brake with a maximum internal diameter of 230mm or less,

b) Sidecar wheel brake prohibited,
c) Linking of brakes is prohibited,
d) Front brakes are to be hand controlled and rear brakes are to be foot controlled.

10.24.2 Permitted Uses: Period 3

10.24.2.1 Pure methanol fuel with no additives other than lubricating oil.

10.24.2.2 The following carburettors are allowed:
a) All non-period Amal carburettors up to 40mm,
b) Dellorto SSI and Dellorto concentric non-pumper carburettors up to 40mm,
c) Keihin CR and PW round bore series carburettors up to a nominal 30mm,
d) Mikuni VM round slide carburettors up to 40mm,
e) Gardner Type C carburettors up to 40mm,
f) All period carburettors.

10.24.2.3 Diaphragm clutches, tooth belt drives and electronic ignition, provided they are concealed from view.

10.24.2.4 Triumph 8 and 9-stud cylinder heads.

10.24.2.5 Non-motorcycle wheels and brakes providing they meet existing dimensional criteria.

10.24.2.6 Reinforced gearbox castings.

10.24.3 Prohibited Uses: Period 3

10.24.3.1 Sidecar kneelers.

10.24.3.2 Non-motorcycle engines and transmissions, except where originally fitted.

10.24.3.3 Disc brakes.

10.25 PERIOD 4 SIDECARS AND CYCLECARS

10.25.1 Requirements: Period 4

10.25.1.1 Wheel rim diameters of be at least 10" (254mm).

10.25.1.2 Wheel rim widths of no more than 6" (153mm).

10.25.1.3 Moulded tread type tyres.

10.25.1.4 Front and rear brakes:
a) Manufactured in the period,
b) Which replicate those manufactured in the period,
c) Sidecar brake permitted,
d) Only mechanical brake bias adjustment permitted,
e) Linking of front and rear brakes prohibited,
f) Linking of rear and sidecar brakes permitted,
g) Disc brakes manufactured in the period or are an exact replica of those manufactured in the period,
h) Front brakes must be hand controlled. Rear and linked sidecar brakes must be foot controlled.

10.25.1.5 Front exit sidecar chassis configuration only.

10.25.1.6 Oval or rectangular number plates.

10.25.2 Permitted Uses: Period 4

10.25.2.1 Pure methanol fuel with no additives other than lubricating oil.

10.25.2.2 Mechanical fuel injection.

10.25.2.3 Non-motorcycle wheels and brakes provided they meet existing dimensional criteria.

10.25.2.4 Hydraulic brake master cylinders of cylindrical appearance.

10.25.2.5 Keihin CR Special round slide carburettors up to 33mm bore size.

10.25.2.6 Lockheed four-fin brake calipers.

10.25.3 Prohibited Uses: Period 4

10.25.3.1 The following machines or their major components:
a) Kawasaki 900Z1,
b) Yamaha TZ,
c) Yamaha RD.

10.25.3.2 Electronic fuel injection.

10.25.3.3 Power jet carburettors.

10.26 PERIOD 5 SIDECARS AND CYCLECARS

10.26.1 Requirements: Period 5

10.26.1.1 Wheel rim diameters to be no greater 13" (330mm).

10.26.1.2 Wheel rim widths to be no greater than:
a) Front 7" (178mm),
b) Rear 9" (229mm),
c) Sidecar 8" (203mm).

10.26.1.3 Rectangular number plates.

10.26.1.4 Front, rear and sidecar brakes:

a) Manufactured in the period,
b) Which replicate those manufactured in the period,
c) Hydraulic bias adjusters permitted,
d) Linking of brakes permitted,
e) Must be fitted with an emergency system operated by a handlebar lever with a simple circuit operating on either front or rear of the motorcycle.

10.26.1.5 Front and/or rear sidecar exit configuration.

10.26.1.6 ~~Steering / front forks:~~ Cycle Car:

~~a) Leading or trailing forks, with front wheel equally supported on both sides,~~

a) A cycle car with two forward wheels that was manufactured in the period or is an exact replica of those manufactured in the period.

10.26.1.7 Sidecars must use a frame of circular or non-circular tubular steel construction with a maximum diameter of 102mm (4") at the broadest point, which was manufactured in the period or is a replica of a frame manufactured in the period.

10.26.1.8 May use Methanol Fuel or 98 Pump Petrol.

10.26.2 Permitted Uses: Period 5

10.26.2.1 Slick type racing tyres, cut slicks and racing wets.

10.26.2.2 Motorcycle engines that were manufactured in the period.

10.26.2.3 Methanol fuel.

10.26.3 Prohibited Uses: Period 5

10.26.3.1 Liquid cooled 4-stroke motorcycle engines.

10.26.3.2 Rear engine sidecars.

10.26.3.3 Steerable sidecar wheels.

10.26.3.4 Monocoque construction.

10.26.3.5 Banking sidecars.

10.26.3.6 Electronic fuel injection.

10.26.3.7 Floating front discs unless:

a) Manufactured during the period; or
b) Which replicate those manufactured during the period.

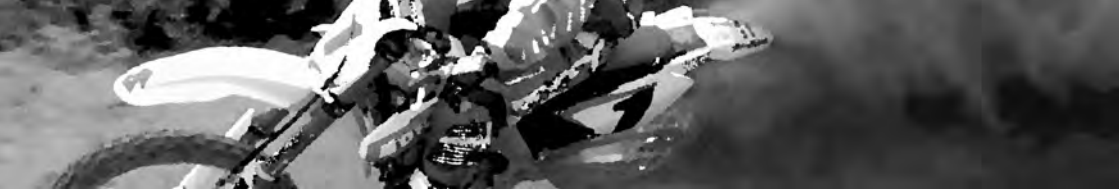
10.26.3.8 The following machines or their major and minor components:

a) Suzuki RG500 MKVI,
b) Yamaha TZ250H.

~~10.26.3.9 Unless contained in the machines original specifications, all anti-dive devices and external fork damping.~~

~~10.26.3.10 Replica fork sliders, calipers and anti-dive devices must be visually indistinguishable from factory original.~~





11 MOTOCROSS AND SUPERCROSS

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APPLICATION OF CHAPTER

The Rules set out in this chapter are for Motocross and Supercross.

SECTION 11A: AUSTRALIAN CHAMPIONSHIPS

11.1 CATEGORIES FOR SENIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS

CLASS	CAPACITY (2 or 4-stroke)
MX1	122cc and over
MX2	122cc to 250cc
MXD (16 to under 19)	122cc to 250cc
Women	
Sidecars	

11.2 CATEGORIES FOR SENIOR AUSTRALIAN SUPERCROSS CHAMPIONSHIPS

CLASS	CAPACITY (2 or 4-stroke)
SX1	122cc to 450cc
SX2	122cc to 250cc
SX2 Women	Up to 250cc
SXD (16 years to under 19)	122cc to 250cc



Dean Ferris
2017 Australian MX1 Champion

11.3 CATEGORIES FOR JUNIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS

AGE RANGE	CAPACITY/CLASS
7 to under 9	50cc Division 2
7 to under 9, 9 to under 11, 11 years	65cc
9 to under 12	85cc 2-stroke & 150cc 4-stroke (Standard Wheel)
12 to under 14, 14 to under 16	85cc 2-stroke & 150cc 4-stroke (Standard / Big Wheel)
13 to under 15, 15 years	128cc to 150cc 2-stroke & 200cc to 250cc 4-stroke
13 to under 15, 15 years	100cc to 125cc 2-stroke
9 to under 13, 13 to under 16	Sidecar 80cc-100cc 2-stroke & 150cc 4-stroke
12 to under 16	85cc 2-stroke & 150cc 4-stroke (All Wheels), Girls
13 to under 16	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Girls

11.4 CATEGORIES FOR JUNIOR AUSTRALIAN SUPERCROSS CHAMPIONSHIPS

CLASS	CAPACITY (2 or 4-stroke)
Junior Lites (13 to under 16)	100cc to 150cc 2-Stroke, 200cc to 250cc 4-Stroke
Junior 85cc/150cc (12 to under 16)	85cc 2-Stroke, 150cc 4-Stroke

11.5 CHAMPIONSHIP MEDALLIONS AND TROPHIES

11.5.1 Individual Competitions

11.5.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each Championship solo class at all Australian Championship meetings.

11.5.2 All Competitions

11.5.2.1 At least the first 3 place getters in any Australian Championship event must be awarded a sash or similar permanent memento of the achievement by the Promoter, irrespective of MA awards.

11.5.2.2 Medallions and points will be awarded in

all Australian Championships where there are:

a) 10 or more starters for solo classes which actually participate in practice, qualifying or races,

b) 6 or more starters for sidecar classes which actually participate in practice, qualifying or races,

c) 8 or more starters for all female classes which actually participate in practice, qualifying or races.

11.5.3 Duke of Edinburgh Trophies

11.5.3.1 The Duke of Edinburgh Trophies will be inscribed each year with the names of the winners of the highest capacity solo Australian Championship for the MX1 class of the Australian Motocross Championships.

11.5.3.2 The trophy will be held by MA.

SECTION 11B: COMPETITION CLASSES

11.6 SENIOR COMPETITION CLASSES: MOTOCROSS & SUPERCROSS

CLASS	CAPACITY (2 or 4-stroke)
MX1	122cc and over
SX1	122cc to 450cc
MX2/SX2	Up to 250cc. Wheel sizes: (16"-19" rear and 19"-21" front)
MXD/SXD (16 to under 19)	Up to 250cc. Wheel sizes: (16"-19" rear and 19"-21" front)
Sidecars	

11.7 JUNIOR COMPETITION CLASSES: MOTOCROSS

AGE RANGE	CAPACITY/CLASS
4 to under 9	50cc Demo (Non-Competitive)
7 to under 9	50cc Auto
7 to under 12	65cc
9 to under 12	85cc 2-stroke & 150cc 4-stroke (Standard Wheel only)
9 to under 16	80cc to 160cc 4-stroke Sidecar 80cc to 100cc 2-stroke & Up to 150cc 4-stroke (Rider & Passenger)
12 to under 16	85cc 2-stroke & 150cc 4-stroke (Standard / Big Wheels)
13 to under 16	128cc to 150cc 2-stroke & 200cc to 250cc 4-stroke 100cc to 125cc 2-stroke

SECTION 11C: COMPETITION RULES

11.7 ELIGIBILITY: GENERAL

11.7.0.1 No person may participate in any competition, other than an Australian Championship, unless and until that person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that competition.

11.7.0.2 ~~Where self-scrutineering occurs at Australian Motocross and Supercross Championships~~, At the direction of the RCB, self-scrutineering at National and Senior State Motocross and Supercross events can be granted upon request to the RCB by the promoter. If granted, a signed checklist that the protective clothing/equipment and machine has been self-scrutineered must be provided to the scrutineer. Information regarding self-scrutineering requirements must be supplied to all competitors in the supplementary regulations

11.7.0.3 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.

11.7.0.4 The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.

11.7.0.5 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.

11.7.0.6 In the interpretation of any Rule relating to the design requirements for any machine or class of machines, reference may be made to relevant diagrams appearing in these Rules.

11.7.0.7 The same machine may be used across multiple classes, if eligible to compete. Restrictions to the use of a single machine in multiple classes will be specified in supplementary regulations

11.7.1 Senior Grades

11.7.1.1 The grades of competitors in Senior classes are:

a) Pro,
b) Intermediate,
c) Clubman,
d) Veteran,
e) Women.

11.8 ELIGIBILITY: AUSTRALIAN MOTOCROSS CHAMPIONSHIP

11.8.0.1 The MXD Australian Motocross Championship will be for riders from 16 to under 19 years. Riders who turn 16 before the first round of the MXD Australian Motocross Championship may place an entry for the series provided they meet the following criteria.

a) Satisfy their State Controlling Body of their competence,
b) State legislation will override these rules where applicable.

11.9 ELIGIBILITY: SUPERCROSS

11.9.1 Supercross Licence Conditions

11.9.1.1 No person may compete in a Supercross race unless they:

a) Are at least 12 years of age,
b) Have a current National competition licence which is endorsed under the following rules.

11.9.1.2 To be endorsed as a Supercross competitor, a person must:

a) Use a solo Motocross-type machine with a capacity of at least 80cc,
c) Attend a Supercross training school conducted by an MA accredited coach,
d) At the conclusion of the Supercross training school, be able to competently display to the MA accredited coach the following:
   i) Jump a double jump, which is:
   - 8 metres for 85cc 2-stroke/150cc 4-stroke riders,
   - 10 metres for 150cc 2-stroke/250cc 4-stroke riders,

   ii) Jump a tabletop, which is:
   - 8 - 10 metres for 85cc 2-stroke/150cc 4-stroke riders,
   - 10 - 12 metres for 150cc 2-stroke/250cc 4-stroke riders,

   iii) Ride through stutters at a competitive speed in a straight line,
   iv) A sound knowledge of Supercross rules and safety issues as examined by a multiple-choice questionnaire.

11.9.1.3 The coach conducting the assessment under the preceding GCR may endorse the licence of a person as a Supercross competitor. A decision to:

a) Endorse the licence,
b) Refuse an endorsement, or
c) Grant an endorsement conditionally, will have the same force and effect as if it was a decision by a State Controlling Body under GCR 3.1

11.9.1.4 A person who:

a) Has entered a Supercross competition,
b) Has paid the entry fee for the relevant meeting,
c) Is required to submit to an assessment under these Rules, and
d) Fails to be endorsed as a Supercross competitor at the meeting,

is entitled to a refund of the fee.

11.9.1.5 Once endorsed for Supercross, a person retains that endorsement unless:

a) During the course of a Supercross meeting, the Steward or Clerk of Course determines otherwise.

11.10 ELIGIBILITY: FREESTYLE MOTOCROSS

11.10.1 Freestyle Motocross Licence Conditions

11.10.1.1 No person may participate in Freestyle Motocross unless they:

a) Are at least 16 years of age, and

b) Have a current MA Senior National competition or MA one event licence. ~~Senior Freestyle Motocross licence which is endorsed under the following Rules.~~

c) Must be Freestyle Motocross endorsed.

d) Once endorsed for Freestyle Motocross a person retains that endorsement unless during the course of a Freestyle meeting, the Steward or Clerk of Course determines otherwise.

11.10.1.2 To be endorsed as a Freestyle Motocross competitor, a person must use a solo machine with a capacity of at least 125cc.

11.10.1.3 To gain a Freestyle Motocross endorsement a rider must:

a) Attend a Freestyle Motocross Training School conducted by an accredited Freestyle Motocross Assessor/Level 2 Coach and,

b) Successfully complete the MA competency assessment (if required) or;

c) Supply prior recognised experience, such as participation in International FMX shows and/or competitions, to be approved by the MA Motocross Commission.

11.10.1.4 The Endorsing Assessor must:

a) Be identified and approved by the MA Motocross Commission to endorse Freestyle Motocross,

b) Obtain a Permit from the Relevant Controlling Body in which the assessment is taking place, and

c) Be trained in advanced First Aid.

11.11 ELIGIBILITY: SPEED AND STYLE

11.11.1 Speed and Style Licence Conditions

11.11.1.1 No person may participate in Speed and Style unless they:

a) Are at least 16 years of age, and

b) Have a current MA Senior National competition or MA Senior Freestyle Motocross licence, and

c) Are Freestyle Motocross and Supercross endorsed.

11.11.1.2 Endorsements as per GCR 11.9 and 11.10

11.12 ELIGIBILITY: JUNIORS

11.12.1 General

11.12.1.1 Juniors only to compete in Junior competitions.

11.12.1.2 In Junior competition,

a) A riders' age on 1st January will determine their age for competition purposes for that year,

b) A rider may move to the next higher age class when they become eligible by reason of celebrating a birthday, but once the rider moves to that higher age class, they may not move back to the lower age class,

c) Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,

d) This GCR applies to all riders up to and including the age of 16 years.

11.12.1.3 No person who is unable to lift his or her machine unaided from the horizontal to the vertical may compete in any Junior competition.

11.12.1.4 Subject to GCR 11.12.1.2 a), a Junior who is under the age of 9 years may compete on a 50cc automatic machine notwithstanding that the Junior is unable to lift the machine unaided from the horizontal to vertical.

11.12.1.5 No applicant will be issued with their first competition licence if they are under the age of 7 years.

11.12.1.6 Unless otherwise permitted in writing by the Relevant Controlling Body, for any event there must be no greater age variation between competitors than 4 years.

11.12.1.7 In the 4 to under 9 years 50cc Non-competitive Demo class, all riders are entitled to receive a prize or award of the same size/value.

11.12.1.8 Subject to the following 2 GCRs, a Relevant Controlling Body may permit age group racing, graded racing, or a combination of both.

11.12.1.9 Age group racing:

a) Subject to sub-Rule b), only competitors in the same age groups may compete against each other,

b) Competitors from different age groups in the following classes may compete with each other if there are insufficient entries for each class:

i) 85cc 2-stroke Big Wheels and 100cc to 150cc 4-stroke single cylinder,

ii) 100cc to 150cc single cylinder 2-stroke and 250cc 4-stroke.

11.12.1.10 A Relevant Controlling Body may grade Junior competitors according to their respective skills.

11.12.1.11 4-stroke 150cc Motocross-type machines may compete against 85cc 2-stroke machines in Junior competition.

11.12.2 Junior Endorsements

11.12.2.1 Endorsements will be issued for:

- Off Road 50cc
- Off Road 65cc 2-stroke/125cc 4-stroke
- Off Road 85cc 2-stroke/150cc 4-stroke
- Off Road 200cc 2-stroke
- Off Road 250cc 4-stroke
- Sidecar Rider and Passenger 85cc 2-stroke/150cc 4-stroke
- Sidecar Rider and Passenger 200cc 2-stroke/250cc 4-stroke

11.13 GENERAL RULES

11.13.1 Homologation

11.13.1.1 For any competition, MA may require that any machine, or any part of a machine, including tyres, be homologated. For homologation details contact MA.

11.13.2 Cameras

11.13.2.1 Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.

11.14 PROTECTIVE CLOTHING AND HELMETS

11.14.0.1 Although MA approves materials, MA does not endorse or guarantee specific products or manufacturers. Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability.

11.14.0.2 No competitor may start in any Motocross or Supercross competition unless wearing the protective clothing/equipment as outlined in Appendix A: Protective Clothing and Equipment.

11.15 MACHINE AND RIDER IDENTIFICATION

11.15.1 Number Plates

11.15.1.1 For all competitions three number plates must be fitted: one at the front and one on each side.

11.15.1.2 Number plates must:

a) Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,

a) In the case of rectangular plates, have the corners formed to a 38mm radius,

b) In the case of bolt on number plates, be made from a rigid material with minimum dimensions of 235mm height and 285mm width; and

c) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

11.15.1.3 Front number plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm wide border.

11.15.1.4 Side number plates must:

a) Be fitted above a horizontal line drawn through the rear axle,

b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest,

These numbers, where possible, must be the same size as the front numbers.

11.15.1.5 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.

11.15.1.6 Advertising is permitted on all machines, but must be at least 25mm clear of the number plate background and the rider's name by either a gap or a contrasting colour strip, unless the advertising is an integral part of the back plate cover.

11.15.2 Number Plates: Juniors

11.15.2.1 Number plates for Juniors must be as follows:

a) A minimum plate size of 225mm width and 200mm height,

b) Figures with minimum sizes of 100mm height and 20mm width of stroke.

11.15.2.2 For 50cc automatic:

a) A minimum plate size of 200mm wide and 150mm high,

b) The figures on the plates must be 100mm high and 20mm wide,

c) The front plate must be fitted so that it does not extend above the height of the handlebars or grips.

11.15.3 Number Plate Colours

11.15.3.1 Colours must be as follows:

CAPACITY or CLASS	BACKGROUND COLOUR	FIGURE COLOUR
255cc & Over	White	Black
Up to 250cc	Black	White
MXD / SXD	Reflex Blue	White

11.15.3.2 Colours for Junior age group racing:

AGE GROUP (YEARS)	BACKGROUND COLOUR	FIGURE COLOUR
Under 9	Mid Blue	White
9 to under 12	Canary Yellow	Black
12 to under 14	Mail Box Red	White
14 to under 16	Black	Yellow

11.15.3.3 For National Motocross and Supercross events, where MA is the Relevant Controlling Body and transponders are used, numbers on side plates may be a minimum of:

DIMENSION	MEASUREMENT (mm)
Height	100
Width of each figure	70
Width of stroke	25
Space between 2 figures	15

11.15.4 Back Numbers: Seniors and Juniors

11.15.4.1 No Junior or Senior may compete, except in Inter-club / closed-to-club competitions, unless wearing the machine identification number on their back in contrasting colours and with a minimum size of 125mm height and 20mm width of stroke.

11.16 RACE MEETING PROTOCOLS

11.16.1 Flags and Signals

11.16.1.1 The minimum dimensions of all flags must be 500mm x 500mm.

11.16.1.2 Track flags and signals as per Appendix B: Track Flags & Signals.

11.16.1.3 The National flag signifying the start of an event may be replaced by:

a) A light signal,

b) A rubber band, or

c) A dropping gate.

11.16.1.4 Yellow flags will be waved in Motocross and Supercross events to indicate immediate danger.

When yellow flags are waved competitors must not:

a) Jump,

b) Overtake other competitors,

from the point displaying the yellow flag

The penalties for breaching this GCR are:

a) First offence, relegation of three places and up to a $500 fine,

b) Subsequent offences in the same year, exclusion and $500 fine.

11.16.1.5 During the first lap of practice, yellow flags will be waved indicating there will be no jumping.

11.16.2 Measurement at Meetings

11.16.2.1 A Steward of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the

Relevant Controlling Body.

11.16.2.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

11.16.3 Measurement: All Australian and State Championship Events

11.16.3.1 An entrant may request that the entrant's machine be measured and sealed before the event. As soon as practicable after receiving the request the measurer for the event must measure and seal the machine. Any machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the event.

11.16.3.2 The 1st, 2nd, 3rd and 4th placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, and the event result will be provisional,

a) At the conclusion of that period, if no protest is received, the result will be final,

b) If the machines are to be ridden in another event within that period, they must be sealed before being returned to the competitor for that event,

c) If no protest is received within that period, the seals may be removed.

11.16.3.3 Any machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the Relevant Controlling Body within 21 days after the event.

11.16.3.4 No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

11.16.4 Starts

11.16.4.1 All competitors must, in relation to the start of any event, comply with directions issued by and under the authority of the Starter. For such purposes the Starter, on the instructions of a key official, may:

a) Delay a start,

b) Direct a re-start,

c) Direct a competitor to start from:

i) The back of the starting grid,

ii) The pit lane,

iii) The rear of the field, or

iv) Such other position as shall be required for the safe, fair and orderly start of the event.

d) Exclude a competitor who is late for the start.

11.16.4.2 The method of starting will be as prescribed by supplementary regulations.

11.16.4.3 The start of an event occurs:

a) When the order to start is given, or

b) For flying starts, when the starting line is crossed.

11.16.4.4 Unless otherwise determined in the supplementary regulations, massed starts must be used.

11.16.4.5 The starting grid for all events will:

a) Have not less than one metre space for each solo motorcycle,

b) Be in one straight line,

c) Allow for no more than 40 competitors,

d) Split or staggered starts may be used for Motocross events under the approval of the Relevant Controlling Body.

11.16.4.6 The maximum number of starters must be specified in supplementary regulations.

11.16.4.7 Unless otherwise determined in the supplementary regulations, for solo events:

a) Individually backward falling devices, with each gate a minimum of 500mm and a maximum of 600mm in height, must be used,

b) A rear barrier must be placed to prevent riders from moving their motorcycles no more than 600mm back from the gate,

c) Preparation on the start gate is to be confined to the area between the rollback barrier and gate hinge and no materials may be brought onto the start area unless directed by the starter, on the instructions from a key official,

d) No work is to be done in front of the start gate (track proper) unless directed of a key official.

11.16.4.8 Unless otherwise determined in the supplementary regulations, for sidecar events, the width of the starting grid must permit a minimum of 15 machines in one row, with two metre space for each machine.

11.16.4.9 Unless otherwise determined in the supplementary regulations:

a) All competitors must be called to the start line at least 2 minutes before each start,

b) At the end of the 2 minutes, and when the starter is ready, a 15 second sign will be held up for a full 15 seconds,

c) At the end of 15 seconds, a 5 second sign will be displayed,

d) The gate will drop between 5 and 10 seconds after the five second sign is shown.

11.16.4.10 Competitors may use up to 2 starting blocks (one per side) which will not interfere with the competitor, or any other competitor, or their machines and must be able to start in the event unaided while sitting on the machine,

11.16.5 Finishes

11.16.5.1 For events where speed is the determinant:

a) A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:

i) To the first to complete the event, who will, subject to the results of any protests, be the winner, and

ii) Thereafter to each competitor who:

- Has completed not less than 50% ~~75%~~ of the event distance, and
- Is still competing in the event on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the event being the determinant of placings.

b) The finish of the event occurs when the flag is displayed to the last competitor under GCR 11.16.5.1 a), and a maximum time limit for this to occur may be stipulated in the Supplementary Regulations,

c) The finish occurs for each machine when the foremost part of the machine crosses the line,

d) Where there are two competitors required to be on one machine together, both must finish the event in contact with the machine. On a solo machine the competitor must finish the event in contact with the machine,

e) In case of a dead heat between competitors for a place:

i) The places and the awards for those places will be combined,

ii) The participants in the dead heat will share the places and awards equally,

iii) The remaining places will be relegated by the number of participants in the dead heat.

11.16.6 Finish Line

11.16.6.1 The finish line must be:

a) Marked with a flexible post at each side of the track, and

b) Clearly visible to the judge.

11.16.7 Juniors: Starts and Finishes

11.16.7.1 In addition to the general start requirements for all competitors, Juniors must comply as follows:

a) When assembled for the start of an event, and during the event, no competitor may receive outside assistance other than at the direction of the Steward, the Clerk of Course or the Starter,

b) Pit board signals will not be used in Junior competition. Riders/Pit crew who fail to obey this instruction are liable to exclusion for the duration of the competition,

c) When the number of competitors exceeds one full grid:

i) Elimination heats and semi - finals must be held,

ii) The Relevant Controlling Body may direct that events

be decided by a final or finals, consisting of a number of rounds.

11.16.8 Stopping Events

11.16.8.1 Where an incident causes an event to be stopped, the Steward or Clerk of Course may declare the event complete if at least ~~75~~ 50% of the event distance or time, whichever is the less, has been run.

11.16.8.2 The results so declared will be based on the placings at the finish line of the last full lap completed before the incident but will exclude those competitors who:

a) Caused the incident, or

b) Having been involved in the incident, could not continue in the event.

11.16.9 Stopping and Re-running Events

11.16.9.1 The Steward or Clerk of Course who has excluded a competitor for unfair conduct and considers that such conduct has:

a) Given an advantage to the team of which the offender is a member, or

c) In the case of a non-team event, jeopardised the fair chances of one or more of the other competitors in the event,

may declare the event void and order a re-run.

11.16.9.2 If the event continues, any competitor unable to cross the finish line as a result of such conduct on the part of the excluded competitor may be deemed to have finished the race in the place:

a) Held immediately before such conduct, or

d) Having regard to any advancement in placing following the exclusion, in some other place.

11.16.9.3 A Steward or Clerk of Course may stop an event and order it to be re-run if it would be dangerous for it to continue.

11.16.9.4 In any re-run:

a) Any competitor who:

i) Fell in the stopped event as a result of having been fouled,

ii) Intentionally laid down his or her machine in the interests of safety, or

iii) Left the course in the interests of safety,

may participate.

b) Any competitor who:

i) Caused or contributed to the event being stopped,

ii) Failed to start in,

iii) Retired from,

iv) Was excluded from,

v) Had been lapped during the course of the stopped event,

may not participate.

11.16.9.5 If the race is interrupted after the chequered flag, the following procedure will apply:

a) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.

b) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.

c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

11.16.10 Stopping and Re-running of Events where Electronic Timing is used

11.16.10.1 Red Flag Race Stops and Re-start Procedures

a) Any race start or re-start will be considered an official part of the event even if the start or re-start does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.

b) In the case of a false start (gate malfunction), a race will be re-started with the riders returning to their original starting positions.

c) Riders who are not present at the starting gate for the original start of a race are barred from any subsequent re-starts.

d) Riders who are present at the gate but are unable to start due to a stalled motorcycle may join the race

from the starting area at anytime during the race.

e) Riders who are unable to join the race by this procedure are barred from any subsequent re-starts.

11.16.10.2 Re-starts

a) Where the race is stopped with fewer than 3 laps completed by the race leader / whether it be a Heat, Last Chance Qualifier or Main Event:
   i) A red flag will be displayed to the riders.
   ii) The race will be considered null and void.
   iii) The riders will return to the starting area and a re-start will take place as soon as possible.
   iv) The riders will keep their initial starting order.
   v) The riders will be re-started from the starting gate.
   vi) Riders who were present at the starting gate for the original start of the race but were unable to start and who did not join the race before the red flag was displayed are not authorized to take the re-start.
   vii) The race will be run for the original number of laps, or period of time where applicable.
   viii) In the case of a Final, if it is found impossible to re-start then this Final will be declared cancelled and not count for the event.

b) Where the race is stopped with more than 3 laps and less than ~~75~~ 50% of the total distance completed by the race leader, rounded down to the nearest whole number of laps / whether it be a Heat, Last Chance Qualifier or Main Event:
   i) A red flag will be displayed to the riders.
   ii) The riders will return to the starting area and a re-start will take place as soon as possible.
   iii) A minimum of 10 minutes from the time that the red flag is displayed will be given to make repairs or adjustments.
   iv) The race may be re-started before the minimum 10 minute waiting time only if all riders indicate to the Starter that they are ready to start.
   v) Repairs or adjustments may only be made in the starting area.
   vi) The starting order will be determined by each rider's race position at the end of the lap preceding the stopping of the race.
   vii) Riders will be re-started from a staggered standing start in the starting area:
   - Riders will be lined up in a staggered formation beginning on the starting straight at a start line located by the first turn, starting with the rider that was in the first position and continuing back towards the starting area.
   - Riders not ready to take their position in line will be placed last.
   - *Once all riders are in position, a yellow flag will be displayed to indicate that the start will be within 30 seconds. Once the yellow flag has been removed, the starter will then display a green flag to signal the start.*
   - *Riders may not overtake the rider in front of them until they pass the designated starting line.*
   - *Any rider that does overtake the rider in front of them before the starting line will have been deemed to have jumped the start and will be penalized a minimum of two positions in the final results.*
   - Eligible riders who are unable to participate in the re-start due to a stalled motorcycle or continued repairs may join the race from the starting area at any time during the race.
   - Riders who were no longer actively participating in race at

the time when the red flag was displayed are not authorized to take part in the re-start.

viii) The race will be run for the remaining number of laps /time.

ix) In the case of a Main Event, full points will be awarded.

x) The race will be deemed a two-part heat

c) Where the race is stopped with more than ~~75~~ 50% of the total distance completed by the race leader, rounded down to the nearest whole number of laps/time whether it be a Heat, Last Chance Qualifier or Final:

i) A finish flag will be displayed to the riders.

ii) The race will be declared with the finishing order as per the last full completed lap.

11.16.11 Change of Machine during a Competition

11.16.11.1 During any competition, other than an attempt at a record, no machine may be exchanged for another unless permitted under these Rules or any supplementary regulations.

11.16.12 Radio Communication

11.16.12.1 Radio communications with riders is not allowed, and will be classed as outside assistance.

11.16.13 Scoring

11.16.13.1 Scoring for all competition shall be as follows:

PLACE	POINTS	PLACE	POINTS	PLACE	POINTS
1	35	11	20	21	10
2	32	12	19	22	9
3	30	13	18	23	8
4	28	14	17	24	7
5	26	15	16	25	6
6	25	16	15	26	5
7	24	17	14	27	4
8	23	18	13	28	3
9	22	19	12	29	2
10	21	20	11	30	1

11.16.13.2 An alternative points scoring system may be approved for an MA series event.

11.16.13.3 If a tie on points occurs for any position in an event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the event will be awarded the position.

11.16.13.4 If a tie on points occurs for any position in a series, the tying competitor who has the greatest number of higher placings in the series will be awarded the position.

11.16.14 Allocation of Numbers: Australian Senior Motocross and Supercross Championships

11.16.14.1 The Number 1 plate in each class will be allocated to the winner of the previous year's Championship.

a) The recipient of this number can choose not to use Number 1, but instead use their career number. The Number 1 plate or that competitor's career number will not be used by any other competitor in that class.

b) For the first round of each Championship the previous years' Champion will carry a number plate with red background and white figures.

c) The leader of each Championship after the first round will use the number plate with red background & white figures.

11.16.14.2 MX2/SX2 and MX1/SX1 numbers after Number 1 will be allocated as career numbers by the MX Commission to a maximum of 20 riders using the following method:

a) A competitor's overall Championship results from the previous year's Motocross & Supercross Championships will be used to decide the order in which they pick their career number, which is determined by:

i) Aggregated Championship points awarded in both competitions and,

ii) Aggregating them as a percentage as calculated by the

Motocross Commission of MA.

b) Numbers 2 to 10 can only be chosen as career numbers by competitors who finished in the top ten of either MX2 or MX1 Championships. The first three from the MXD Championship may also choose a 2 to 10 number if available.

c) Competitors who do not fit the above criteria may make an application to the Motocross Commission of MA for special consideration for a career number. The criteria for this would be recognised International riders, previous Champions, etc.

11.16.14.3 If 2 or more competitors aggregate the same number of points, preference will be given to:

a) Competitor who competed in the most Championship events, then

b) The competitor who achieved the highest number of points at the last Championship round they both competed at.

11.16.14.4 For competitors to retain their career number they must compete in at least one round each year of either the MX or SX Championships, and score a minimum of 50 points in total of both Championships combined. Exemptions to be considered for injury, or International competitors.

11.17 RACE MEETING PROTOCOLS: AUSTRALIAN MOTOCROSS CHAMPIONSHIP

11.17.1 Format

11.17.1.1 The Championship format must be approved by the Motocross Commission and published in supplementary regulations.

11.17.2 Practice and Qualifying

11.17.2.1 As directed in the supplementary regulations, any heats and qualifiers are to be held on the day of the meeting.

11.17.2.2 Timed practice for any event may be held either on Saturday afternoon or Sunday morning.

11.17.2.3 All grid positions will be determined by qualifying times.

11.17.2.4 No competitor may enter the track for practicing on any of the 8 days immediately preceding the event other than the official press day.

11.17.2.5 The 10 competitors leading the Championship prior to each subsequent round will qualify for the round.

11.17.2.6 The remaining 30 competitors shall lodge an expression of interest for the series as per the supplementary regulations.

11.17.2.7 MXD Championship

All competitors eligible for the MXD Championship in their first year of Senior National Competition must compete in the MXD Championship. Exception may be granted by the MX Commission where a rider has been Senior at State level for a period of time and can demonstrate his or her ability at State open events, or where exceptional circumstance (i.e. rider size) is more suited to the MX1 class. On having moved to MX2 or MX1 events except as a wildcard entry then a competitor will no longer be eligible for the MXD Championship series.

11.17.3 The Event

11.17.3.1 For each class, a round will consist of a minimum of two races.

11.17.3.2 The duration of each race will be specified in supplementary regulations.

11.17.3.3 Each competitor may compete on a substitute machine, provided that the competitor must notify the Clerk of Course before commencement of the race in which the substitution is to be made.

11.17.4 Stops and Re-starts

11.17.4.1 Red Flag Race Stops and Re-start Procedures

a) Any race start or re-start will be considered an official part of the event even if the start or re-start does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.

b) In the case of a false start (gate malfunction), a race will be re-started with the riders returning to their original starting positions.

c) Riders who are not present at the starting gate for the original start of a

race are barred from any subsequent re-starts.

d) Riders who are present at the gate but are unable to start due to a stalled motorcycle may join the race from the starting area at anytime during the race.

e) Riders who are unable to join the race by this procedure are barred from any subsequent re-starts.

11.17.4.2 Re-starts

a) Where the race is stopped with fewer than three laps completed by the race leader / whether it be a Heat, Last Chance Qualifier or Main Event:

i) A red flag will be displayed to the riders.

ii) The race will be considered null and void.

iii) The riders will return to the starting area and a re-start will take place as soon as possible.

iv) The riders will keep their initial starting order.

v) The riders will be re-started from the starting gate.

vi) Riders who were present at the starting gate for the original start of the race but were unable to start and who did not join the race before the red flag was displayed are not authorized to take the re-start.

vii) The race will be run for the original number of laps, or period of time where applicable.

viii) In the case of a Final, if it is found impossible to re-start then this Final will be declared cancelled and not count for the Championship.

b) Where the race is stopped with more than three laps and less than 75% of the total distance completed by the race leader, rounded down to the nearest whole number of laps / whether it be a Heat, Last Chance Qualifier or Main Event:

i) A red flag will be displayed to the riders.

ii) The riders will return to the starting area and a re-start will take place as soon as possible.

iii) A minimum of 10 minutes from the time that the red flag is displayed will be given to make repairs or adjustments.

iv) The race may be re-started before the minimum 10 minute waiting time only if all riders indicate to the Race Director that they are ready to start.

v) Repairs or adjustments may only be made in the starting area.

vi) The starting order will be determined by each rider's race position at the end of the lap preceding the stopping of the race.

vii) Riders will be re-started from a staggered standing start in the starting area:

- Riders will be lined up in a staggered formation beginning on the starting straight at a start line located by the first turn, starting with the rider that was in the first position and continuing back towards the starting area.
- Riders not ready to take their position in line will be placed last.
- *Once all riders are in position, a yellow flag will be displayed to indicate that the start will be within 30 seconds. Once the yellow flag has been removed, the starter will then display a green flag to signal the start.*
- *Riders may not overtake the rider in front of them until they pass the designated starting line.*
- *Any rider that does overtake the rider in front of them before the starting line will have been deemed to have jumped the start and will be penalized a minimum of two positions in the final results.*
- Eligible riders who are unable

to participate in the re-start due to a stalled motorcycle or continued repairs may join the race from the starting area at any time during the race.

- Riders who were no longer actively participating in race at the time when the red flag was displayed are not authorized to take part in the re-start.

viii) The race will be run for the remaining number of laps /time.

ix) In the case of a Main Event, full Championship points will be awarded.

x) The race will be deemed a two-part heat

c) Where the race is stopped with more than 75% of the total distance completed by the race leader, rounded down to the nearest whole number of laps/time whether it be a Heat, Last Chance Qualifier or Final:

i) A finish flag will be displayed to the riders.

ii) The race will be declared with the finishing order as per the last full completed lap.

11.18 RACE MEETING PROTOCOLS: AUSTRALIAN SUPERCROSS CHAMPIONSHIP

11.18.1 Format

11.18.1.1 The Championship format must be approved by the Motocross Commission and published in supplementary regulations.

11.18.2 Warm Up Lap

11.18.2.1 During the first lap of any practice yellow flags are to displayed stationary to indicate there will be no jumping.

11.18.3 Grid Positions

11.18.3.1 Grid selection will be determined by qualifying times.

11.18.3.2 Conditions of qualifying must be stipulated in the supplementary regulations.

11.18.4 Practice and Timed Qualifying

11.18.4.1 Practice for Championship events must be:

a) Outdoor events - minimum 8 minutes for first session and minimum 10 minutes for second session.

11.18.4.2 If the track is altered during the course of the meeting, at least one inspection lap must be offered to all qualified remaining competitors.

11.18.5 Stops and Re-starts

11.18.5.1 Red Flag Race Stops and Re-start Procedures

a) Any race start or re-start will be considered an official part of the event even if the start or re-start does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.

b) In the case of a false start (gate malfunction), a race will be re-started with the riders returning to their original starting positions.

c) Riders who are not present at the starting gate for the original start of a race are barred from any subsequent re-starts.

d) Riders who are present at the gate but are unable to start due to a stalled motorcycle may join the race from the starting area at anytime during the race.

e) Riders who are unable to join the race by this procedure are barred from any subsequent re-starts.

11.18.5.2 Re-starts

a) Where the race is stopped with fewer than three laps completed by the race leader / whether it be a Heat, Last Chance Qualifier or Main Event:

i) A red flag will be displayed to the riders.

ii) The race will be considered null and void.

iii) The riders will return to the starting area and a re-start will take place as soon as possible.

iv) The riders will keep their initial starting order.

v) The riders will be re-started from the starting gate.

vi) Riders who were present at the

starting gate for the original start of the race but were unable to start and who did not join the race before the red flag was displayed are not authorized to take the re-start.

vii) The race will be run for the original number of laps, or period of time where applicable.

viii) In the case of a Final, if it is found impossible to re-start then this Final will be declared cancelled and not count for the Championship.

b) Where the race is stopped with more than three laps and less than 75% of the total distance completed by the race leader, rounded down to the nearest whole number of laps / whether it be a Heat, Last Chance Qualifier or Main Event:

i) A red flag will be displayed to the riders.

ii) The riders will return to the starting area and a re-start will take place as soon as possible.

iii) A minimum of 10 minutes from the time that the red flag is displayed will be given to make repairs or adjustments.

iv) The race may be re-started before the minimum 10 minute waiting time only if all riders indicate to the Race Director that they are ready to start.

v) Repairs or adjustments may only be made in the starting area.

vi) The starting order will be determined by each rider's race position at the end of the lap preceding the stopping of the race.

vii) Riders will be re-started from a staggered standing start in the starting area:

- Riders will be lined up in a staggered formation beginning on the starting straight at a start line located by the first turn, starting with the rider that was in the first position and continuing back towards the starting area.
- Riders not ready to take their position in line will be placed last.
- *Once all riders are in position, a yellow flag will be displayed to indicate that the start will be within 30 seconds. Once the yellow flag has been removed, the starter will then display a green flag to signal the start.*
- *Riders may not overtake the rider in front of them until they pass the designated starting line.*
- *Any rider that does overtake the rider in front of them before the starting line will have been deemed to have jumped the start and will be penalized a minimum of two positions in the final results.*
- Eligible riders who are unable to participate in the re-start due to a stalled motorcycle or continued repairs may join the race from the starting area at any time during the race.
- Riders who were no longer actively participating in race at the time when the red flag was displayed are not authorized to take part in the re-start.

viii) The race will be run for the remaining number of laps/time.

ix) In the case of a Main Event, full Championship points will be awarded.

x) The race will be deemed a two-part heat.

c) Where the race is stopped with more than 75% of the total distance completed by the race leader, rounded down to the nearest whole number of laps /time whether it be a Heat, Last Chance Qualifier or Final):

i) A finish flag will be displayed to the riders.

ii) The race will be declared with the finishing order as per the last full completed lap.

11.19 RACE MEETING PROTOCOLS: AUSTRALIAN FREESTYLE MOTOCROSS CHAMPIONSHIP

11.19.1 Format

11.19.1.1 The Championship format must be approved by the Motocross Commission and published in supplementary regulations.

11.19.2 Practice and Qualifying

11.19.2.1 As directed in the supplementary regulations, any heats and qualifiers are to be held on the day of the meeting.

11.19.2.2 Practice may be held prior to the event day, however if the track has been altered, practice must be offered to Competitors the day of the event.

11.19.3 The Event

11.19.3.1 Competition must consist of a minimum two judged runs.

11.19.3.2 Judges must be approved by the Motocross Commission.

11.19.3.3 In the circumstances where the event is stopped, the best score from the Qualifying run will be deemed the final results.

11.20 RACE MEETING PROTOCOLS: AUSTRALIAN SPEED AND STYLE CHAMPIONSHIP

11.20.1 Format

11.20.1.1 The Championship format must be approved by the Motocross Commission and published in supplementary regulations.

11.20.2 Practice and Qualifying

11.20.2.1 As directed in the supplementary regulations, any heats and qualifiers are to be held on the day of the meeting.

11.20.2.2 Practice may be held prior to the event day, however if the track has been altered, practice must be offered to Competitors the day of the event.

11.20.3 The Event

11.20.3.1 For seeding, Competitors are to do individual timed runs, with one trick per lap completed. The trick will be judged.

11.20.3.2 Once all individual times runs are complete, the fastest time is given maximum points for speed. One point is deducted from Competitors for each second behind the fastest lap time.

11.20.3.3 The points for speed are added to the points for the judged trick and Competitors are seeded in order of total points.

11.20.3.4 Competitors are then seeded against each other to build heats. The heat and run format is to be published in the Supplementary Regulations, with approval from the Motocross Commission.

11.21 RACE MEETING PROTOCOLS: AUSTRALIAN JUNIOR MOTOCROSS CHAMPIONSHIP

11.21.1 Format

11.21.1.1 The format of the Championships will be:

CLASSES	FORMAT
Under 80cc	7 minutes + 1 lap
Sidecars	7 minutes + 1 lap
80cc and over	10 minutes + 1 lap

11.21.1.2 At least 5 practice laps must be offered to riders prior to the commencement of racing.

11.21.1.3 There will be a minimum of 5 legs per class.

11.21.1.4 If heats and finals are required:

a) Heats will be 3 legs per class, with heats to be mixed, and

b) Finals will be 3 legs per class.

11.21.2 Allocation of Numbers

11.21.2.1 A competitor's racing number will be determined as follows:

a) The first digit will be the first digit of the post-code for the competitor's State of residency, except the Northern Territory, which will be 1,

b) The remainder of the number will be at the discretion of the Relevant Controlling Body.

11.21.3 Venues

11.21.3.1 Venues used for Australian Junior Motocross Championships will be closed to competitors for a minimum of 21 days prior to the event.

11.21.4 Interstate Challenge

11.21.4.1 Format - Each State is to choose a team of 8 Junior competitors from a minimum of 4 different classes to compete for the Interstate Cup Challenge.

Each competitor must be entered for the Australian Junior Motocross Championship, prior to the closing date.

Team members must be named and the Race Secretary be informed by the end of practice.

11.21.4.2 Scoring - Each competitor will be scored as per GCR 11.16.11 within their own class. At the end of the Australian Junior Motocross Championship the highest point scoring 6 team members from each State, will have their final placing re-scored using GCR 11.16.13 (table) to give an overall score.

The State with the highest overall team score will be deemed the winner of the Interstate Cup Challenge.

11.21.4.3 Awards - A perpetual trophy will be awarded to the winning State, with each member of the team receiving a participation memento.

11.21.5 Practice and Qualifying

11.21.5.1 All grid positions will be determined by practice/qualifying times. Timed qualifying would be from the second practice session. Where entries exceed gate capacity heats will be determined by random draw.

SECTION 11D: TECHNICAL REGULATIONS

11.22 SOUND EMISSIONS

11.22.0.1 Sound testing must be carried out as per Appendix C Sound Emissions & Fuel.

11.23 FUEL

11.23.0.1 Fuel for all machines must be as per Appendix C: Sound Emissions & Fuel.

11.24 ENGINES

11.24.1 Reciprocating Engines:

The formula for calculation of capacities and classes:

$$\text{Cubic capacity} = \left(\frac{D^2 \times 3.1416 \times C \times N}{4}\right)$$

Where:

D = Bore in centimetres

C = Stroke in centimetres

N = Number of cylinders

11.24.2 Engine Capacity Tolerances

11.24.2.1 Unless otherwise specified in the following table, the actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%:

CLASS	PERMITTED EXCESS
65cc & 85cc machines	Nil
4-stroke mini bikes (Fast 50's)	Nil

11.25 FRAMES AND PARTS

11.25.0.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

11.25.1 Fuel Tanks

11.25.1.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

11.25.2 Exhaust Systems

11.25.2.1 Exhaust systems must:

a) Be fitted with silencers,

b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread,

c) Be attached as closely as practicable to the machine and in a manner that does not, in the opinion of the Scrutineer, create a hazard to other competitors.

11.25.3 Centre and Side Stands

11.25.3.1 Centre and side stands must be removed for all types of competition other than:

a) Natural Terrain Motocross at Club and Inter-club competitions,

b) 50cc classes.

11.25.3.2 Centre and Side Stands which remain on machines under GCR 11.25.3.1 must be secured in the closed position.

11.25.4 Footrests

11.25.4.1 Footrests must:

a) Be well rounded and designed so as to ensure that no dangerous edges are created due to wear.

b) Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.

11.25.5 Handlebars

11.25.5.1 The width of handlebars must be not less than 600mm and not more than 850mm.

11.25.5.2 Exposed handlebar ends must be plugged with a solid material or rubber cover.

11.25.5.3 Handlebar levers must:

a) Have ball ends with a minimum diameter of:
   i) 15mm, for levers longer than 76mm,
   ii) 10mm, for levers shorter than 76mm.
b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

11.25.5.4 The handlebars must be equipped with a protection pad on the cross bar. Handlebars without a cross member must be equipped with a protection pad located in the middle of the handlebars, covering the handlebar clamps.

11.25.5.5 Throttle controls must be self-closing.

11.25.5.6 Solo handlebar hand lever protectors:

a) Must be single mounted for Motocross and Supercross,
b) May be double mounted on machines in club and Inter-club natural terrain Motocross events.

11.25.6 Brakes

11.25.6.1 Efficient brakes must be fitted to the front and rear wheels.

11.25.6.2 When the brake cam arm or lever is of the open or hooked type, the brake actuating rod or cable must be secured so as to prevent accidental dislodgment.

11.25.7 Kick Start Levers

11.25.7.1 Kick start levers, other than transverse, must be folding.

11.25.8 Tyres

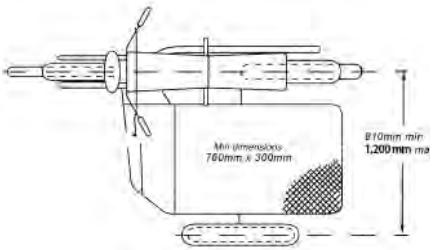
11.25.8.1 Tyres must comply with the following:

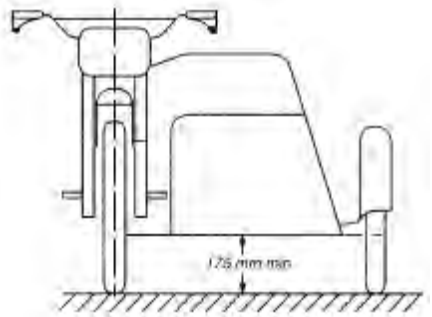
a) Metal studs, spikes, chain, rope or other non-skid attachments and paddle or scoop treaded tyres may not be used unless permitted by the relevant supplementary regulations.
b) Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground.

11.25.9 Mudguards

11.25.9.1 Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.

11.25.9.2 Mudguards must be made of a material which is not liable to cause personal injury if deformed.





11.26 SIDECARS

11.26.1 General

11.26.1.1 Sidecars, in addition to complying with the requirements for solos, must be as follows:

a) The inside of the sidecar wheel must be enclosed to floor level,
b) Rear sprockets and chains must be enclosed around the passenger's working area,
c) Any step must have a maximum width of 200mm from the sidecar,
d) A minimum of two hand grips must be fitted,
e) Front mounted exhaust systems must not protrude beyond the outermost edges of the sidecar,
f) All outer edge sidecar chassis corners must have a minimum 25mm radius,

g) The machine and sidecar must have front and rear wheel brakes,

h) Sidecar wheel drive is prohibited.

11.26.1.2 Left-hand and right-hand sidecars may compete against each other in Motocross.

11.26.1.3 Wheel track measurement, taken between the longitudinal centres of the rear and sidecar wheels must be between 810mm and 1,200mm.

11.26.1.4 The minimum ground clearance must be 175mm unladen.

11.26.1.5 The maximum lean of the motorcycle at saddle height must be 50mm.

11.26.1.6 There must be no less than four sidecar attachment points.

11.26.1.7 The dimensions of the sidecar baseboard in plain view, taken from a line drawn no further rearwards than the lowest point of the front down-tube to the forward most point of the sidecar wheel tyre and terminating no further rearwards than a line drawn at right angles to the machine from the rearmost point of the rear tyre, must be:

a) A minimum of 760mm long adjacent to the sidecar wheel,

b) A minimum of 300mm width, with at least 25mm radius to all corners.

11.26.1.8 There must be no more than 50mm between baseboard and motorcycle and between baseboard and sidecar wheel. The baseboard must be arranged to prevent the passenger's feet being trapped.

11.26.1.9 All handholds must be finished with a loop of at least 100mm.

11.26.1.10 Stirrup fitting for the passenger's feet are not permitted.

11.26.1.11 Handholds on the sidecar:

a) Must not project beyond a line taken with the outer edge of the sidecar mudguard or bodywork,

b) Adjacent to the nose section of the sidecar and less than 200mm from the track surface must be at an angle of at least 45° from the horizontal.

11.26.1.12 The rear end of the rear wheel mudguard must terminate not more than 65° above a horizontal line drawn through the rear wheel axle and be valanced to baseboard level on the inside.

11.26.1.13 The sidecar mudguard must cover at least 135° of the periphery of the wheel and be valanced to baseboard level on the inside.

11.26.1.14 A lanyard-operated ignition cut-out switch, operating on the primary circuit, must be fitted to sidecars in Junior and Senior Motocross. The lanyard can be up to one metre in length.

11.26.1.15 Sidecars may have double mounted handlebar and lever protectors for all Motocross events.

11.27 JUNIOR CLASSES

11.27.1 General

11.27.1.1 Non-Motocross type machines 80cc to 160cc 4-stroke are approved for competition under the following conditions:

a) Exhaust systems may be modified or changed,

b) External gearing and carburetor jetting may also be altered.

c) No other modifications are allowed.

11.27.1.3 Motocross-type 150cc 4-stroke machines may compete against 85cc 2-stroke machines in Junior competition.

11.27.2 Junior Solo: Wheel Sizes

CLASS	FRONT Inch [mm]	REAR Inch [mm]
50cc Auto/Demo Class	10" or 12" [254 or 305]	10" [254]
65cc	14" to 15" [356 to 381]	12" [305]
80cc - 160cc 4-stroke	16" to 17" [407 to 432]	14" [356]
85cc 2-stroke & 150cc 4-stroke Standard Wheel	15" to 17" [381 to 432]	14" [356]
85cc 2-stroke & 150cc 4-stroke Big Wheel	19" to 21" [482 to 534]	16" to 19" [407 to 482]
100cc 2-stroke	18" to 21" [457 to 534]	16" to 19" [407 to 482]
125cc & over 2-stroke	17" to 21" [432 to 534]	16" to 19" [407 to 482]
250cc 4-stroke	17" to 23" [432 to 586]	16" to 19" [407 to 482]

11.27.3 Junior Sidecar: Wheel Sizes

11.27.3.1 The maximum wheel rim sizes for all relevant classes are:

WHEEL	SIZE Inch [mm]
Front	19" [482mm]
Rear	16" [407mm]
Sidecar	14" [356mm]

11.27.4 Junior Trail Bikes

11.27.4.1 The following machines are eligible for club and Inter-club competitions:

a) 7 to under 12 years 65cc class

MANUFACTURER	MODEL(s)
Honda	CRF70, XR70, CRF80, XR80, CRF110F
Kawasaki	KLX110, KLX110C, KLX110L
Suzuki	JR80, DR-Z70
Yamaha	PW80, TT-R90 TT-R110

and similar machines approved by Board.

b) 9 to under 16 years 85cc class:

MANUFACTURER	MODEL(s)
Honda	XR100, CRF100
Kawasaki	KE100 KLX140
Yamaha	TT-R125
Suzuki	DR-Z125/L

and similar machines approved by Board.

11.27.5 50cc Demo Class

11.27.5.1 Machine Requirements:

a) Engine capacity must not exceed 50cc,
b) The clutch must be of centrifugal type,
c) Wheels as per GCR 11.27.2 must be fitted.

11.27.6 50cc Auto Class

11.27.6.1 Eligible Machines are:

MANUFACTURER	MODEL(s)
Cobra	King CX50
Gas Gas	EC 50
HM	CRX 10/10 Senior, Baja 10/10, X3R
Husqvarna	Husky Boy SF03, CR50
Italjet	Action Outlaw
KTM	SXR PRO SNR, 50SX, SXR PRO JNR, 50 SX 2009
LEM	RX3, RX3 2008, LX2F-USA, CR2, CR2S
Malagutti	RCX10
Polini	XR3
TM	50 C1
Metrakit	MKX50
YCF	50A

and similar machines approved by Board.

11.27.6.2 Machine Requirements:

a) Engine capacity must not exceed 50cc,
b) The gearbox must have one gear,
c) External gearing may be altered,
d) The clutch must be of centrifugal type, and of OEM type,
e) Wheels as per GCR 11.27.2 must be fitted,
f) All machines must remain standard to the OEM specifications for the model. Only the following items may be modified:
   i) Colour,
   ii) Seat,
   iii) Mudguards,
   iv) Handlebars,
   v) Grips,
   vi) Levers,
   vii) Cables,
   viii) Chains,
   ix) Tyre brand and tread pattern,
   x) Carburettor jets
g) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame,
h) Throttle limiting devices may be removed,
i) A separate kill switch may be installed in place of the standard,
j) Steel serrated foot pegs may replace standard rubber pegs,

11.27.8 Electric Machines

11.27.8.1 Electric machines may compete with comparable sized machines in Junior competition using the following table:

CLASS	APPROX. POWER OUTPUT	ELECTRIC WHEEL SIZE	EQUIVALENT SIZE [Standard Motorcyles Wheel]
50cc Auto/Demo	Up to 0.75 Kw	11.5" (Rim Bead Diameter 203mm)	8"
50cc Auto/Demo	0.75 to 1 Kw	16" (Rim Bead Diameter 305mm)	12"
65cc	1 to 1.5 Kw	20" (Rim Bead Diameter 396mm)	14.5"

k) Aftermarket exhaust systems and silencers are permitted.

11.27.7 80cc to 160cc 4-Stroke Class

11.27.7.1 All machines must remain standard to the OEM specifications for the model. Only the following items may be modified:

a) Exhaust system,
b) Gearing,
c) Carburettor jetting,
d) Plastics, and
e) Handlebars.

SECTION 11E: FAST 50S

11.28 COMPETITION CLASSES: FAST 50S

11.28.0.1 Senior Classes - 16 years and over:

a) Stock 50cc,
b) Limited 50cc,
c) Mod 88cc,
d) Mod 110cc,
e) 110 Big Wheel Mid Size,
f) Super Mod,
g) 125cc,
h) Open Outlaw,
i) Women,
j) Veterans - 30+ years of age,
k) Seniors: Pro Class,
l) Seniors: Amateur Class.

11.28.0.2 Junior Classes - 12 to under 16 years:

a) Stock 50cc,
b) Limited 50cc,
c) Mod 88cc,
d) Mod 110cc.

11.29 COMPETITION RULES: FAST 50S

11.29.1 Protective Equipment

11.29.1.1 As per GCR 11.14 except the following:

11.29.1.2 Footwear which must be:

a) Constructed of leather, plastic or other similarly durable material; and
b) Of a length that must at least cover the ankle, with the rider in a racing position on the machine.

11.29.2 Starts

11.29.2.1 There can be no more than 20 competitors on the track at any time. This number may be lower than 20 depending on the track conditions.

11.29.2.2 Starts as per GCR 11.16.4, excluding GCR

11.30 TECHNICAL REGULATIONS: FAST 50S

11.30.0.1 All machines must be an open cradle frame unless specified in supplementary regulations.

11.30.0.2 All entrants and competitors declare that by entering an event, that their machine/ machines are suitable for the class in which they are entered.

11.30.0.3 All entrants and competitors declare that they have satisfied themselves as to the suitability of their machine for the purpose of racing.

11.30.0.4 GCR 11.25.3 (side stands) does not apply to this discipline.

11.30.0.5 GCR 11.27.9 (80cc 4-stroke class) does not apply to this discipline.

11.30.0.6 GCR 11.12.1.3 does not apply to this discipline.

11.30.0.7 Capacity Tolerances: The actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity.

11.30.1 Approved Modifications

11.30.1.1 The following may be modified:

a) Cosmetic changes, including but not limited to:
   i) Colour,
   ii) Handle bars,
   iii) Graphics,
   iv) Foot pegs,
   v) Gear levers,
   vi) Heavy duty rims,
b) Air filters may be replaced with aftermarket products,
c) Heavy duty springs and front and rear shock absorbers,
d) Gearing, limited to sprockets,
e) Exhaust pipes,
f) Aftermarket camshaft and timing chain,
g) Stock 50cc machines in both Senior and Junior classes may strengthen the frame / chassis.
h) All machines, except those in Stock 50cc class in either Senior or Junior class, may use:
   i) Aftermarket frames / chassis,
   ii) Aftermarket forks,
   iii) Rear shocks,
   iv) Heavy duty clutches,
   v) CDI units,
   vi) Aftermarket close ratio gearbox.

11.30.1.2 Modifications to limited specific classes of machines as per the following table, unless otherwise specified in the supplementary regulations:

CLASS	FRONT WHEEL (inches)	REAR WHEEL (inches)	HEAD INCL PORTING AND GRINDING	BARREL AND CARBURETTOR	INNER ROTOR	AUTO/ MAN	STD OEM CRANK CASE
Stock 50cc Snr	10	10	N	std 50cc	N	A	Y
Stock 50cc Jnr	10	10	N	std 50cc	N	A	Y
Limited 50cc to 90cc Snr	12	10	N	90cc	N	A	Y
Limited 50cc to 90cc Jnr	12	10	N	90cc	N	A	Y
Mod 88cc Snr	12	10	Y	88cc	Y	A	Y
Mod 88cc Jnr	12	10	Y	88cc	Y	A	Y
Mod 110cc Snr	12	12	Y	110cc	Y	A	Y
Mod 110cc Jnr	12	12	Y	110cc	Y	A	Y
110cc Big Wheel Mid Size	14	12	Y	110cc	Y	A	Y
Super Mod	12	12	Y	124cc	Y	A	Y
125cc	12	12	Y	125cc	Y	Either	Y
Open Outlaw	14	12	Y	150cc	Y	Either	N
Women / Veterans	14	12	Y	150cc	Y	Either	N
Seniors: Pro Class	Open	Open	Y	125cc	Y	Either	N
Seniors: Amateur Class	Open	Open	Y	125cc	Y	Either	N



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12 CLASSIC MOTOCROSS & CLASSIC DIRT TRACK

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OVERVIEW

Classic Motocross and Classic Dirt Track applies to events from the Pre 60 Class up to and including the Evolution class. ~~Pre 78 Class.~~

Post Classic Motocross and Dirt Track applies to ~~Evolution~~, Pre 85, Pre 90 and the Pre 95 classes. The Classic and Post Classic divisions will be run separately at the Australian Championships however consideration will be given to submissions to run both events under special circumstance.

These events will be described at National Championships as The Australian Classic Motocross Championships and The Australian Post Classic Motocross Championships.

APPLICATION OF CHAPTER

The Rules set out in this chapter are for the disciplines of Classic Motocross and Classic Dirt Track.

SECTION 12A: AUSTRALIAN CHAMPIONSHIPS

12.1 CATEGORIES FOR SENIOR AUSTRALIAN CHAMPIONSHIPS

CLASSIC MOTOCROSS & DIRT TRACK
Pre 60 Solo - All Powers
Pre 65 Solo 250cc
Pre 65 Solo 263cc and over
Pre 70 Solo 250cc
Pre 70 Solo 263cc and over
Pre 75 Solo Up to 125cc
Pre 75 Solo 250cc
Pre 75 Solo 263cc and over
Pre 75 Solo 4-stroke - All Powers
Pre 78 Solo Up to 125cc
Pre 78 Solo 250cc
Pre 78 Solo 263cc and over
Pre 78 Women - All Powers
Pre 78 Super Senior - All Powers
Pre 68 Sidecar Up to 1300cc
Pre 75 Sidecar Up to 1300cc
Pre 75 Slider Class Up to 250cc [DT only]
Pre 75 Slider Class 263cc and over [DT only]
Evolution Solo 125cc
Evolution Solo 250cc
Evolution Solo 263cc and over
Pre 75 Age Group Racing 125/250/263cc plus: under 30 30 - 39 40 - 49 50 - 59 60 - plus
Evolution Age Group Racing 125/250/263cc plus: under 30 30 - 39 40 - 49 50 - 59 60 - plus 70 - plus Super Senior class

POST CLASSIC MOTOCROSS & DIRT TRACK
Pre 85 Solo 125cc
Pre 85 Solo 250cc
Pre 85 Solo 263cc and over
Pre 90 Solo 125cc
Pre 90 Solo 250cc
Pre 90 Solo 263cc and over
Pre 90 Solo 4- stroke - All Powers ~~Note: class introduced on a trial basis and will be subject to review in 2018~~
Pre 90 Women - All Powers
Pre 95 Solo 125cc
Pre 95 Solo 250cc
Pre 95 Solo 263cc and over
~~Evolution Solo 125cc~~
~~Evolution Solo 250cc~~
~~Evolution Solo 263cc and over~~
Pre 85 Sidecar Up to 1300cc
Pre 90 Sidecar Up to 1300cc ~~Note: class introduced on a trial basis and will be subject to review in 2018~~
Pre 90 Slider Class Up to 250cc [DT only]
Pre 90 Slider Class 263cc and over [DT only]
~~Evolution Age Group Racing 125/250/263cc plus:~~ ~~under 30~~ ~~30 - 39~~ ~~40 - 49~~ ~~50 - 59~~ ~~60 - plus~~ ~~70 - plus Super Senior class~~

12.2 CHAMPIONSHIP MEDALLIONS AND TROPHIES

12.2.1 Individual Competitions

12.2.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each Championship solo class and 1st, 2nd and 3rd placed rider and passenger in the Championship sidecar class at all Australian Championship meetings.

12.2.2 All Competitions

12.2.2.1 At least the first 3 place getters in any Australian Championship event must be awarded a sash or similar permanent memento of the achievement by the Promoter, irrespective of MA awards.

12.2.2.2 Medallions and points will be awarded in all Australian Championships where there are:

a) 10 or more starters for solo classes which actually participate in practice, qualifying or races,

b) 6 or more starters for sidecar classes which actually participate in practice, qualifying or races,

c) 6 or more starters for Pre 60 and Pre 65 Classic Motocross and Dirt Track.

d) 6 or more starters for all female classes which actually participate in practice, qualifying or races.

SECTION 12B: COMPETITION CLASSES

12.3 SENIOR COMPETITION CLASSES: CLASSIC MOTOCROSS AND CLASSIC DIRT TRACK

CLASSIC CLASSES
Pre 60 Solo - All Powers
Pre 65 Solo 250cc
Pre 65 Solo 263cc and over
Pre 70 Solo 250cc
Pre 70 Solo 263cc and over
Pre 75 Solo Up to 125cc
Pre 75 Solo 250cc
Pre 75 Solo 263cc and over
Pre 75 Solo 4-stroke - All Powers
Pre 78 Solo Up to 125cc
Pre 78 Solo 250cc
Pre 78 Solo 263cc and over
Pre 78 Women – All Powers
Pre 78 Super Senior – All Powers
Pre 68 Sidecar Up to 1300cc
Pre 75 Sidecar Up to 1300cc
Pre 75 Slider Class Up to 250cc [DT only]
Pre 75 Slider Class 263cc and over [DT only]
Evolution Solo 125cc
Evolution Solo 250cc
Evolution Solo 263cc and over
Pre 75 Age Group Racing 125/250/263cc plus: under 30 30 - 39 40 - 49 50 - 59 60 - plus
Evolution Age Group Racing 125/250/263cc plus: under 30 30 - 39 40 - 49 50 - 59 60 - plus 70 - plus Super Senior class

12.4 SENIOR COMPETITION CLASSES: POST CLASSIC MOTOCROSS AND POST CLASSIC DIRT TRACK

POST CLASSIC CLASSES
Pre 85 Solo 125cc
Pre 85 Solo 250cc
Pre 85 Solo 263cc and over
Pre 90 Solo 125c
Pre 90 Solo 250cc
Pre 90 Solo 263cc and over
Pre 90 4-stroke – All Powers ~~Note: class introduced on a trial basis and will be subject to review in 2018~~
Pre 90 Women - All Powers
Pre 95 Solo 125cc
Pre 95 Solo 250cc
Pre 95 Solo 263cc and over
~~Evolution Solo 125cc~~

~~Evolution Solo 250cc~~

~~Evolution Solo 263cc and over~~

Pre 85 Sidecar Up to 1300cc

Pre 90 Sidecar Up to 1300cc
~~Note: class introduced on a trial basis and will be subject to review in 2018~~

Pre 90 Slider Class Up to 250cc

Pre 90 Slider Class 263cc and over

~~Evolution Age Group Racing 125/250/263cc plus:~~
~~- under 30~~
~~- 30 - 39~~
~~- 40 - 49~~
~~- 50 - 59~~
~~- 60 - plus~~

12.5 AGE GROUPS

12.5.0.1 Age is determined as at the date of the meeting or first round for series events.

12.5.0.2 Age grouping applies to competition Pre 75 and Evolution in the Classic Class. ~~in the Post Classic Class.~~

12.5.0.3 Age groups may be run as either an All-Powers or a Capacity Class. Format must be listed in the approved supplementary regulations prior to the event.

12.5.0.4 Age groups are:

a) Under 30,
b) 30 – 39,
c) 40 – 49,
d) 50 – 59,
e) 60 – plus

12.5.0.5 Super Senior class

a) All powers,
b) Riders aged 70 plus,
c) Australian Championship will be awarded regardless of number of entrants.

SECTION 12C: COMPETITION RULES

12.6 GENERAL RULES

12.6.1 Cameras

12.6.1.1 Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.

12.7 PROTECTIVE CLOTHING AND HELMETS

12.7.0.1 Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability. Protective equipment and clothing is outlined in Appendix A: Protective Clothing and Equipment.

12.8 MACHINE AND RIDER IDENTIFICATION

12.8.1 Number plates

12.8.1.1 Number plates shall be either oval or rectangular and in the following colours:

CAPACITY	BACKGROUND COLOUR	FIGURE COLOUR
Up to 125cc	Black	White
250cc	Dark Green	White
263cc and over	Canary Yellow	Black

12.8.1.2 For all competitions three number plates must be fitted: one at the front and one on each side.

12.8.1.3 Number plates must:

a) Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,
b) In the case of rectangular plates, have the corners formed to a 38mm radius,
c) In the case of bolt on number plates, be made from a rigid material with minimum dimensions of 235mm height and 285mm width, and
d) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

12.8.1.4 Front number plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm wide border.

12.8.2 Back Numbers

12.8.2.1 No competitor may compete in any competition unless wearing the machine identification number on their back in contrasting colours and with a minimum size of 125mm height and 20mm width of stroke.

12.8.3 Class Identification

12.8.3.1 A letter will be:

a) Used to identify the class of the machine,
b) Placed on the left side of all three race plates,
c) 50mm high, and in upper case,
d) The same colour as the race number.

12.8.3.2 Identification letters for each class are:

Pre-1960	"A"
Pre-1965	"N"
Pre-1970	"H"
Pre-1975	"X"
Pre-1978	"Z"
Evolution	"E"
Pre-1985	"Y"
Pre-1990	"W"
Pre-1995	"V"

12.9 RACE MEETING PROTOCOLS

12.9.1 Practice

12.9.1.1 For Australian National Championship events, no competitor may enter the track for practicing on any of the 8 days immediately preceding the event other than an official press day.

12.9.2 Flags and Signals

12.9.2.1 The minimum dimensions of all flags must be 500mm x 500mm.

12.9.2.2 Track flags and signals as per Appendix B: Track Flags & Signals.

12.9.2.3 The National flag signifying the start of an event may be replaced by:

a) A light signal,
b) A starting tape,
c) A rubber band, or
d) A dropping gate.

12.9.3 Measurement at Meetings

12.9.3.1 A Steward of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the Relevant Controlling Body.

12.9.3.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

12.9.4 Measurement: All Australian and State Championship Events

12.9.4.1 The 1st, 2nd, 3rd and 4th placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, and the event result will be provisional,

a) At the conclusion of that period, if no protest is received, the result will be final.

12.9.5 Scoring

12.9.5.1 All races will be scored using the scoring system below:

PLACE	POINTS	PLACE	POINTS
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

12.9.5.2 An alternative points scoring system may be approved for an MA series event.

12.9.5.3 If a tie on points occurs for any position in an event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the event will be awarded the position.

12.9.5.4 If a tie on points occurs for any position in a series, the tying competitor who has the greatest number of higher placings in the series will be awarded the position.

12.9.6 Starts

12.9.6.1 All competitors must, in relation to the start of any event, comply with directions issued by, and under the authority of, the Starter. For such purposes the Starter, on the instructions of a key official, may:

a) Delay a start,

b) Direct a re-start,

c) Exclude a competitor who is late for the start.

12.9.6.2 The method of starting will be as prescribed by the supplementary regulations.

12.9.7 Finishes

12.9.7.1 For events where speed is the determinant:

a) A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:

i) To the first to complete the event, who will, subject to the results of any protests, be the winner, and

ii) Thereafter to each competitor who:

- Has completed not less than 75% of the event distance,
- Is still competing in the event on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the event being the determinant of placings.

b) The finish of the event occurs when the flag is displayed to the last competitor under GCR 12.9.6.1 a),

c) The finish occurs for each machine when the foremost part of the machine crosses the line,

d) Where there are 2 competitors required to be on one machine together, both must finish the event in contact with the machine. On a solo machine the competitor must finish the event in contact with the machine,

e) In case of a dead heat between competitors for a place:

i) The places and the awards for those places will be combined,

ii) The participants in the dead heat will share the places and awards equally,

iii) The remaining places will be relegated by the number of participants in the dead heat.

12.9.8 Stopping Events

12.9.8.1 Where an incident causes an event to be stopped, the Steward or Clerk of Course may declare the event complete if at least ~~75~~ 50% of the event distance or time, whichever is the less, has been run.

12.9.8.2 The results so declared will be based on the placings at the finish line of the last full lap completed before the incident but will exclude those competitors who:

a) Caused the incident, or

b) Having been involved in the incident and could not continue in the event.

12.9.9 Stopping and Re-running Events

12.9.9.1 The Steward or Clerk of Course who has excluded a competitor for unfair conduct and considers that such conduct has:

a) Given an advantage to the team of which the offender is a member, or

b) In the case of a non-team event, jeopardised the fair chances of one or more of the other competitors in the event,

May declare the event void and order a re-run.

12.9.9.2 If the event continues, any competitor unable to cross the finish line as a result of such conduct on the part of the excluded competitor may be deemed to have finished the race in the place:

a) Held immediately before such conduct, or

b) Having regard to any advancement in placing following the exclusion, in some other place.

12.9.9.3 A Steward or Clerk of Course may stop an event and order it to be re-run if it would be dangerous for it to continue.

12.9.9.4 In any re-run:

a) Any competitor who:

i) Fell in the stopped event as a result of having been fouled,

ii) Intentionally laid down his or her machine in the interests of safety, or

iii) Left the course in the interests of safety,

may participate.

b) Any competitor who:

i) Caused or contributed to the

event being stopped,
ii) Failed to start in,
iii) Retired from,
iv) Was excluded from,
v) Had been lapped during the course of the stopped event,

may not participate.

12.9.9.5 If the race is interrupted after the chequered flag, the following procedure will apply:

a) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
b) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

12.9.10 Change of Machine during a Competition

12.9.10.1 During any competition, other than an attempt at a record, no machine may be exchanged for another unless permitted under these Rules or any supplementary regulations.

12.9.11 Radio Communication

12.9.11.1 Radio communications with riders is not allowed, and will be classed as outside assistance.

SECTION 12D: TECHNICAL REGULATIONS

12.10 SOUND EMISSIONS

12.10.0.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuels.

12.10.1 Machine Testing

12.10.1.1 If a machine fails, it can be represented for re-testing.

12.10.1.2 No person may compete in any event on a machine whose noise emissions exceed the prescribed levels.

12.10.1.3 A machine which does not comply with the sound limits can be presented several times.

12.10.1.4 Tests shall not take place in the rain.

12.11 FUEL

12.11.0.1 Fuel for all machines must be as per Appendix C: Sound Emissions & Fuels.

12.11.0.2 Please note: As of January 1st 2019, AV Gas will no longer be acceptable for use in Classic Motocross and Classic Dirt Track

12.12 ENGINES

12.12.1 Reciprocating Engines

12.12.1.1 The formula for calculation of capacities and classes:

$$\text{Cubic capacity} = \frac{(D^2 \times 3.1416 \times C \times N)}{4}$$

Where:
D = Bore in centimetres
C = Stroke in centimetres
N = Number of cylinders

12.12.2 Engine Capacity Tolerances

12.12.2.1 The actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 5%.

12.13 MACHINES AND COMPONENTS

12.13.0.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

12.13.1 Eligible Machines

12.13.1.1 Only machines conforming to the requirements set out in this chapter will be accepted for competition.

12.13.1.2 The onus of proof of eligibility shall rest wholly upon the rider or entrant of the machine. Service and parts manual publication dates are not proof of eligibility.

12.13.2 Exhaust Systems

12.13.2.1 All machines will be fitted with an effective muffler and comply with sound control regulations in Appendix C.

12.13.3 Centre and Side Stands

12.13.3.1 Centre and side stands must be removed for all types of competition.

12.13.4 Handlebars

12.13.4.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

12.13.4.2 Handlebar levers must:

a) Have ball ends with a minimum diameter of:
   i) 15mm, for levers longer than 76mm,
   ii) 10mm, for levers shorter than 76mm.
b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

12.13.4.3 Throttle controls must be self-closing.

12.13.5 Kick Start Levers

12.13.5.1 Kick start levers, other than transverse, must be folding.

12.13.6 Drive Chain Protection

12.13.6.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.

12.13.6.2 The guard must be constructed of:

a) Metal having a minimum thickness of 1.6mm, which may be mesh or expanded metal provided the openings do not exceed 10mm, or
b) Fibreglass having a minimum thickness of 3mm.

12.13.6.3 If a plastic, fibreglass or part open chain guard is used, a steel bolt of not less than 10mm diameter, placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must be replaced.

12.13.6.4 A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

12.13.7 Tyres

12.13.7.1 Tyres must comply with the following:

a) Metal studs, spikes, chain, rope or other non-skid attachments and paddle or scoop treaded tyres may not be used unless permitted by the relevant supplementary regulations.

12.13.8 Mudguards

12.13.8.1 Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.

12.13.8.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.

12.13.9 Footrests

12.13.9.1 Folding footrests must be fitted to all machines, except Slider type and Sidecars.

12.14 SOLO CLASSES

12.14.0.1 Countershaft sprocket covers will be fitted on all machines.

12.14.1 Acceptable Machines and Components: Pre 60 Solo

12.14.1.1 Acceptable for the Pre 60 class are machines and components built up to and including the 1959 model. The only exception to this Rule is where the model remains unaltered after this date.

12.14.1.2 Frames of any manufacture are acceptable within the suspension criteria and considerate of the era.

12.14.1.3 Front wheel travel will not exceed 178mm (7 inches) rear wheel travel will be limited to 102mm (4 inches) measured at the axle. Rear shock absorbers will be in the original position using the original mounting points.

12.14.1.4 Plastic and fibreglass is not permitted.

12.14.1.5 Period carburettors or Amal Mk1 Concentric.

12.14.2 Acceptable Machines and Components: Pre 65 Solo

12.14.2.1 Acceptable for the Pre 65 class are machines and components built up to and including the 1964 model. The only exception to this Rule is where the model remains unaltered after this date.

12.14.2.2 Frames of any manufacture are acceptable within the suspension criteria and considerate of the era.

12.14.2.3 Front wheel travel will not exceed 178mm (7 inches) rear wheel travel will be limited to 102mm (4 inches) measured at the axle.

12.14.2.4 Rear shock absorbers will be in the original position using the original mounting points.

12.14.2.5 Carburettors of any type Pre 75 round slide may be used.

12.14.3 Acceptable Machines and Components: Pre 70 Solo

12.14.3.1 Acceptable for the Pre 70 class are machines and components built up to and including the 1969 model. The only exception to this Rule is where the model remains unaltered after this date.

12.14.3.2 Front wheel travel will not exceed 178mm (7 inches) rear wheel travel will be limited to 102mm (4 inches) measured at the axle. Rear shock absorbers will be in the original position using the original mounting points.

12.14.3.3 Carburettors; any type of pre 1975 round slide may be used.

12.14.3.4 No reed valves permitted.

12.14.3.5 Yamaha XS1 and XS650 engines are eligible.

12.14.3.6 Acceptable follow on models for Pre 70

a) AJS Stormer 250,
b) Greeves griffon models,
c) Yamaha AT1, DT1, CT1, RT1 pre reed block.

12.14.4 Acceptable Machines and Components: Pre 75 Solo

12.14.4.1 Acceptable for the Pre 75 class are machines and components built up to and including the 1974 model. The only exception to this Rule is where the model remains unaltered after this date.

12.14.4.2 Front wheel travel will not exceed 178mm (7 inches) rear wheel travel will be limited to 102mm (4 inches) measured at the axle. Rear shock absorbers will be in the original position using the original mounting points.

12.14.4.3 Carburettors; any type of pre 1975 round slide may be used.

12.14.4.4 No Mossbarger type (or replica) reed valves permitted.

12.14.4.5 XS1 and XS650 engines are eligible.

12.14.4.6 Thor and KLP swingarms are not acceptable.

12.14.4.7 Acceptable follow on models for Pre 75

a) Honda CR125M1, CT125, XL250K1, XL350K1, MT250 and MT125,
b) Yamaha YZ360B, DT250B,
c) Suzuki TS400 (all).

12.14.5 Acceptable Machines and Components: Pre 78 Solo

12.14.5.1 Acceptable for the Pre 78 classes:

a) Machines and components that are limited to the 1975, 1976, 1977 models alone. The only exception to this Rule is where the model remains unaltered after this date.
b) Pre 78 Women's class: acceptable machines and components are up to and including the 1977 model year. The only exception to this Rule is where the model remains unaltered after this date.

12.14.5.2 Front wheel travel will not exceed 229mm (9 inches) rear wheel travel will be limited to 229mm (9 inches) measured at the axle. Rear shock absorbers will be in the original position using the original mounting points.

12.14.5.3 Carburettors; any type of pre 1978 round slide may be used.

12.14.5.4 Acceptable follow on models for Pre 78

a) CZ 125 1978, CZ400 1978,
b) Montesa VB (must comply to suspension limits),
c) Yamaha TT500 1978.

12.14.6 Acceptable Machines and Components: Evolution Class Solo

12.14.6.1 Acceptable for the Evolution class are machines and components that fall within the Post Classic and Classic era. The only exception to this Rule is where the model remains unaltered. The use of replica replacement components for safety reasons is permitted.

12.14.6.2 Modifications converting later equipment to comply will not be allowed.

12.14.6.3 All machines must comply with the three following conditions:

a) No linkage suspension,
b) No disk brakes,
c) Air cooled motors.

12.14.6.4 Carburettors; period flat slide carburettors and any round slide carburettor may be used.

12.14.6.5 The handlebars must be equipped with a protection pad on the cross bar. Handlebars not fitted with a cross bar must be equipped with a protection pad located

in the middle of the handlebars covering the handlebar clamps.

12.14.7 Acceptable Machines and Components: Pre 85 Solo

12.14.7.1 Acceptable for the Pre 85 class are machines and components built up to and including the 1984 model. The only exception to this Rule is where the model remains unaltered after this date.

12.14.7.2 Carburettors; period flat slide carburettors and any round slide carburettor may be used.

12.14.7.3 The handlebars must be equipped with a protection pad on the cross bar. Handlebars not fitted with a cross bar must be equipped with a protection pad located in the middle of the handlebars covering the handlebar clamps.

12.14.8 Acceptable Machines and Components: Pre 90 Solo

12.14.8.1 Acceptable for the Pre 90 class are machines and components built up to and including the 1989 model. The only exception to this Rule is where the model remains unaltered after this date.

12.14.8.2 Carburettors; period flat slide carburettors and any round slide carburettor may be used.

12.14.8.3 The handlebars must be equipped with a protection pad on the cross bar. Handlebars not fitted with a cross bar must be equipped with a protection pad located in the middle of the handlebars covering the handlebar clamps.

12.14.9 Acceptable Machines and Components Pre 95 Solo

12.14.9.1 Acceptable for Pre 95 class are machines and components built up to and including the 1994 model. The only exception to this rule is where the model remains unaltered after this date

12.14.9.2 Carburettors; period flat slide carburettors and any round slide carburettor may be used.

12.14.9.3 The handlebars must be equipped with a protection pad on the cross bar. **Handlebars not fitted with a cross bar** must be equipped with a protection pad located in the middle of the handlebars covering the handlebar clamps.

12.15 SLIDERS

12.15.1 Frames

12.15.1.1 The frame must:

a) Have a conventional swing arm rear suspension with twin shock absorbers,
b) Have a front wheel diameter of 23",
c) Have a rear wheel diameter of 19",
d) Have rear tyres with a maximum tread pattern depth of 8mm.

12.15.1.2 Leading-link front forks are prohibited in Classic classes.

12.15.1.3 Period leading-link forks are permitted in Post Classic classes.

12.15.2 Engine

12.15.2.1 The engines for the Classic Slider classes must be a period 4-stroke and:

a) Single cylinder with two valve push rod operation,
b) Have a single spark plug,
c) Be vertical in the chassis,
d) Be fitted with a round slide carburettor, or
e) Be a period 2-stroke compatible with class entered.

12.15.2.2 The engines for the Post Classic Slider classes must be a period 4-stroke and:

i) Single cylinder,
ii) Have a single spark plug,
iii) Be vertical in the chassis,
iv) Be fitted with a carburetor available during the Pre 1990 period, or
v) Be a period 2-stroke compatible with class entered.

12.16 SIDECARS

12.16.1 All Classes

12.16.1.1 Left-hand and right-hand sidecars may compete against each other in Classic Motocross.

12.16.2 Frames and Parts

12.16.2.1 For the Pre 75 classes, all performance parts except frames must be manufactured before 31st December 1974 and must comply with the following:

a) Wheel track measurement, taken between the longitudinal centres of the rear and sidecar wheels must be between 810mm and 1100mm,

b) The minimum ground clearance must be 175mm unladen,

c) The maximum lean of the motorcycle at saddle height must be 50mm,

d) The dimensions of the sidecar baseboard in plain view, taken from a line drawn no further rearwards than the lowest point of the front down-tube to the forward most point of the sidecar wheel tyre and terminating no further rearwards than a line drawn at right angles to the machine from the rearmost point of the rear tyre, must be:
   i) At least 760mm long adjacent to the sidecar wheel,
   ii) At least 300mm wide with at least 25mm radius to all corners.

e) There must be no more than 50mm between baseboard and motorcycle and between baseboard and sidecar wheel. The baseboard must be arranged so as not to allow the passenger's feet to be trapped,

f) There must be no less than 4 sidecar attachment points,

g) Stirrup fitting for the passenger's feet are not permitted,

h) Handholds:
   i) Must be finished with a loop of at least 100mm,
   ii) Must not project beyond a line taken with the outer edge of the sidecar mudguard or bodywork,
   iii) Adjacent to the nose section of the sidecar and less than 200mm from the track surface must be at an angle of at least 45° from the horizontal.

i) The rear end of the rear wheel mudguard must terminate not more than 65° above a horizontal line drawn through the rear wheel axle and be valanced to baseboard level on the inside,

j) The sidecar mudguard must cover at least 135° of the periphery of the wheel and be valanced to baseboard level on the inside,

k) No machine may be fitted with scoop or paddle tyres,

l) Suspension travel must not exceed:
   i) 178mm (7") measured at the front axle,
   ii) 102mm (4") at the rear axle.

m) Rear tyre width must not exceed 135mm (5.3"),

n) Brakes:
   i) Front - single caliper, single disc may be fitted provided they were manufactured before 31st December 1974,
   ii) Rear - rear disc brakes may be used provided they were fitted as standard equipment for that particular combination.

o) Only round-slide carburettors manufactured within the relevant period may be used,

p) Engine capacity must be up to 1300cc.

12.16.2.2 Pre 85 is for sidecars constructed with motors manufactured before 31st December 1984.

12.16.2.3 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted to both all sidecars with a maximum length of one metre.

12.16.2.4 Pre 68 will be for sidecars constructed from road going frames and all major components are those commercially available within the period.

12.16.2.5 The following table sets out the machines and components which eligibility scrutineers may use as a guide in determining eligibility. Entrants must prove eligibility of machines not listed below:

MAKE	MODEL(S)
Wasp	All up to and including RT2, RT8 and RT14
Hagon	All up to 31st December 1974
Yamaha	XS 650 all models
Honda	Any K series
Norton	All 750, 850 to Mk2 only
Westlake	All up to 850cc and 31st December 1974
Triumph	All up to T150
CCM	All BSA B50 based models



13 ENDURO AND RELIABILITY TRIALS

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APPLICATION OF CHAPTER

The Rules set out in this chapter are for Enduro and Reliability Trials

Everything that is not authorised and prescribed in this chapter is strictly prohibited.

SECTION 13A: AUSTRALIAN CHAMPIONSHIPS

13.1 CATEGORIES FOR SENIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS

CLASS	CAPACITY
Class E1	100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke
Class E2	220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke
Class E3	290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke
Class EJ (16 to Under 18)	All Powers
Veterans	All Powers
Masters	All Powers
Women	All Powers

13.2 CATEGORIES FOR AUSTRALIAN FOUR-DAY ENDURO CHAMPIONSHIPS

CLASS	CAPACITY
E1	100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke
E2	220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke
E3	290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke
State Trophy Team	
Junior Trophy Team	
Veterans	
Masters	
Women	

13.3 CATEGORIES FOR JUNIOR AUSTRALIAN OFF ROAD CHAMPIONSHIPS

CLASS/AGE RANGE	CAPACITY
Class J2 12 to 15	85cc 2-stroke & Up to 150cc 4-stroke
Class J3 13 to 14	125cc to 200cc 2-stroke & 200cc to 250cc 4-stroke
Class J4 15 years	125cc to 200cc 2-stroke & 200cc to 250cc 4-stroke

13.4 CHAMPIONSHIP MEDALLIONS AND TROPHIES

13.4.1 Individual Competitions

13.4.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each Championship solo class and 1st, 2nd and 3rd placed rider and passenger in the Championship sidecar class at all Australian Championship meetings.

13.4.2 All Competitions

13.4.2.1 At least the first 3 place getters in any Australian Championship event must be awarded a sash or similar permanent memento of the achievement by the Promoter, irrespective of MA awards.

13.4.2.2 Medallions and points will be awarded in all Australian Championships where there are:

a) 10 or more starters for solo classes which actually participate in practice, qualifying or races,

b) 6 or more starters for sidecar classes which actually participate in practice, qualifying or races.

13.4.3 Australian Enduro Teams Championships

13.4.3.1 MA medallions will be presented to the members of the 1st, 2nd and 3rd placed teams in the State trophy and Junior trophy competition at the Australian Enduro teams Championships.

13.4.4 Validity of Championships

13.4.4.1 For a Championship to be awarded in a class there must be a valid field in at least 75% of the rounds in that class: a minimum of 10 competitors for each class except the Women's class which

must have a minimum of 6 otherwise the total of all rounds will not constitute a Championship.

13.4.5 Australian Off Road Championship Awards (AORC)

13.4.5.1 Winners and place getters will receive MA medallions as per GCR 13.4.1

13.4.5.2 Other awards and/or prize money will be awarded as detailed in the event supplementary regulations.

SECTION 13B: COMPETITION CLASSES

13.5 SENIOR COMPETITION CLASSES

CLASS	CAPACITY
Enduro 1	100cc to 200cc 2-stroke & 150cc to 250cc 4-stroke
Enduro 2	220cc to 250cc 2-stroke & 275cc to 450cc 4-stroke
Enduro 3	290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke

13.6 JUNIOR COMPETITION CLASSES

AGE RANGE	CAPACITY/CLASS
4 to under 9	50cc Demo Class (Non-competitive)
7 to under 9	50cc Auto
7 to under 13	65cc
9 to under 12	85cc 2-stroke & 150cc 4-stroke (Standard Wheel)
9 to under 16	80cc to 160cc 4-stroke
12 to under 16	85cc 2-stroke & 150cc 4-stroke (Standard / Big Wheels)
13 to under 16	200cc to 250cc 4-stroke & 100cc to 200cc 2-stroke

SECTION 13C: COMPETITION RULES

13.7 ELIGIBILITY: GENERAL

13.7.0.1 No person may participate in any competition, other than an Australian Championship, unless and until that person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that competition.

13.7.0.2 No person may participate in an Australian Championship unless and until:

a) That person's protective clothing/ equipment and machine have been examined and approved by the Scrutineer for that meeting, or

b) If stipulated in supplementary regulations, the person provides the Scrutineer with a signed checklist that the protective clothing/ equipment and machine have been self-scrutineered.

13.7.0.3 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.

13.7.0.4 The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.

13.7.0.5 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.

13.7.0.6 In the interpretation of any Rule relating to the design requirements for any machine or class of machines, reference may be made to relevant diagrams appearing in these Rules.

13.8 ELIGIBILITY: AUSTRALIAN OFF ROAD CHAMPIONSHIP

13.8.1 All Classes

13.8.1.1 Only solo machines are eligible for the Australian Off Road Championships.

13.8.1.2 No rider competing in the AORC event may compete at another event at the same venue on any of the 8 days immediately preceding the AORC event.

13.8.2 Veterans Class

13.8.2.1 Riders must have turned 35 years before 1st January in the year of competition. Machines may be of any capacity.

13.8.3 Masters Class

13.8.3.1 Riders must have turned 45 years before 1st January in the year of the competition. Machines may be of any capacity.

13.8.4 Women's Class

13.8.4.1 Women may ride machines of any capacity.

13.8.4.2 To constitute a class, there must be a minimum of 6 competitors entered and competing in the Womens class.

13.8.4.3 Should there be insufficient numbers in this class, the riders will be included in the appropriate capacity class.

13.8.5 Enduro Junior

13.8.5.1 Riders must be 18 ~~19~~ years or under on the 1st January of the competition year. Machines may be of any capacity.

13.9 ELIGIBILITY: JUNIORS

13.9.1 Junior Competition

13.9.1.1 Juniors only to compete in Junior competition.

13.9.1.2 In Junior competition,

a) A rider's age on 1st January will determine their age for competition purposes for that year,

b) A rider may move to the next higher age class when they become eligible by reason of celebrating a birthday, but once the rider moves to that higher age class, they may not move back to the lower age class,

c) Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,

d) This GCR applies to all riders up to and including the age of 16 years.

13.9.1.3 No person who is unable to lift his or her machine unaided from the horizontal to the vertical may compete in any Junior competition.

13.9.1.4 Subject to GCR 13.9.1.2 a), a Junior who is under the age of 9 years may compete on a 50cc automatic machine notwithstanding that the Junior is unable to lift the machine unaided from the horizontal to vertical.

13.9.1.5 No applicant will be issued with their first competition licence if they are under the age of 7 years.

13.9.1.6 Unless otherwise permitted in writing by the Relevant Controlling Body, for any event there must be no greater age variation between competitors than 4 years.

13.9.1.7 In the 4 to Under 9 years 50cc Non-competitive Demo, all riders are entitled to receive a prize or award of the same size/value.

13.9.1.8 Subject to the following two GCRs, a Relevant Controlling Body may permit age group racing, graded racing, or a combination of both.

13.9.1.9 Age group racing:

a) Subject to sub-Rule b), only competitors in the same age groups may compete against each other,

b) Competitors from different age groups in the following classes may compete with each other if there are insufficient entries for each class:

i) 85cc 2-stroke Big Wheels and 100cc to 150cc 4-stroke single cylinder,

ii) 100cc to 150cc single cylinder & 250cc 4-stroke.

13.9.1.10 A Relevant Controlling Body may grade Junior competitors according to their respective skills.

13.9.1.11 Non-Motocross type 80cc to 160cc 4-stroke machines are approved for competition under the following conditions:

a) Use limited to natural terrain Motocross (no man-made jumps), Enduro competitions only,

b) Exhaust systems may be modified or changed,

c) External gearing and carburetor jetting may also be altered,

d) No other modifications are allowed.

13.9.1.12 Motocross-type 150cc 4-stroke machines may compete against 85cc 2-stroke machines in Junior competition.

13.9.1.13 Subject to GCR 13.9.1.2 and 13.9.1.3, Competitors aged 13 to under 16 years in the Enduro discipline may compete in other than a Junior competition if that competition is:

a) E1 class,

b) EJ class,

i) Participation in the EJ class is restricted to a machine capacity endorsed under Junior competition,

c) Women's (All Powers)
   i) Participation in the Women's (All Powers) class is restricted to a machine capacity under Junior competition.
   ii) Must be a female competitor

13.9.1.14 Competitors aged 13 to under 16 years may participate in classes listed in GCR 13.9.1.13, provided the following conditions are met:
   a) The State Controlling Body is **satisfied of their competence,**
   b) The competitor obtains a licence endorsement for Enduro.

13.9.1.15 State legislation will override GCR 13.9.1.13 where applicable.

13.9.2 Junior Enduro Endorsements

13.9.2.1 Endorsements will be issued for:

- 50cc
- 65cc 2-stroke/125cc 4-stroke
- 85cc 2-stroke/150cc 4-stroke
- 200cc 2-stroke
- 250cc 4-stroke
- Enduro 13 to Under 16 race with Seniors

13.10 GENERAL RULES

13.10.1 Homologation

13.10.1.1 For any competition, MA may require that any machine, or any part of a machine, including tyres, be homologated. For homologation details contact MA.

13.10.2 Cameras

13.10.2.1 Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.

13.11 PROTECTIVE CLOTHING AND HELMETS

13.11.0.1 No competitor may practice, start or compete in any Enduro or Reliability Trial competition unless wearing the protective clothing/equipment as outlined in Appendix A: Protective Clothing and Equipment.

13.12 MACHINE AND RIDER IDENTIFICATION

13.12.1 Number Plates

13.12.1.1 For all competitions three number plates must be fitted: one at the front and one on each side.

~~13.12.1.2 Number plates must:~~
   ~~a) Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,~~
   ~~b) In the case of rectangular plates, have the corners formed to a 38mm radius,~~
   ~~c) In the case of bolt on number plates, be made from a rigid material with minimum dimensions of 235mm height and 285mm width; and~~
   ~~d) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.~~

13.12.1.2 Front number plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm wide border.

13.12.1.3 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.

13.12.1.4 Advertising is permitted on all machines, but must be at least 25mm clear of the number plate background and the rider's name by either a gap or a contrasting colour strip, unless the advertising is an integral part of the back plate cover.

13.12.1.5 Number plates shall be either oval or rectangular and in the following colours:

AGE RANGE	CAPACITY/CLASS
E1 (100cc to 200cc 2-Stroke & 150cc to 250cc 4-Stroke)	Black Background White Numbers
E2 (220cc to 250cc 2-Stroke & 275cc to 450cc 4-Stroke)	White Background Black Numbers
E3 (290cc to 500cc 2-Stroke & 475 to 650cc 4-Stroke)	Yellow Background Black Numbers
EJ (All Powers)	Green Background White Numbers
Women (All Powers)	Purple Background White Numbers

13.13 RACE MEETING PROTOCOLS

13.13.1 Flags and Signals

13.13.1.1 The minimum dimensions of all flags must be 500mm x 500mm.

13.13.1.2 Track flags and signals are as per Appendix B: Track Flags & Signals.

13.13.2 Measurement at Meetings

13.13.2.1 A Steward of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the relevant controlling body.

13.13.2.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

13.13.3 Measurement: All Australian and State Championship Events

13.13.3.1 All machines must have provision for the placement of sealing wire.

13.13.3.2 An entrant may request that the entrant's machine be measured and sealed before the event. As soon as practicable after receiving the request the measurer for the event must measure and seal the machine. Any machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the event.

13.13.3.3 The 1st, 2nd, 3rd and 4th placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, and the event result will be provisional,

a) At the conclusion of that period, if no protest is received, the result will be final,

b) If the machines are to be ridden in another event within that period, they must be sealed before being returned to the competitor for that event,

c) If no protest is received within that period, the seals may be removed.

13.13.3.4 Any machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the relevant controlling body within 21 days after the event.

13.13.3.5 No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

13.13.4 Description of Australian Off Road Championships

13.13.4.1 The Australian Off Road Championships will be decided over a series of events from the Enduro discipline. These may include Enduro, Sprint, Cross Country and Enduro Sprint. The number of rounds will be prescribed in the series Supplementary Regulations.

13.13.5 Cross Country: Race Meeting Protocols

13.13.5.1 These rules are additional to and/or exceptions to current Enduro rules. All other Enduro rules apply in this form of the discipline unless modified by State Controlling Body by-laws or the event Supplementary Regulations.

13.13.5.2 Cross Country is an off road, natural terrain, continuous multi-lap event with each lap being above 10kms in length. For State and AORC events the intended lap time should be greater than 15 minutes. The rider or team in each class completing the most laps in the least elapsed time will be declared the winner of the class.

13.13.5.3 Cross Country events may be run over:

a) A specified number of laps, or

b) A specified length of time.

13.13.5.4 Cross Country events must:

a) Start with riders lined up in single rows,

b) Have a maximum of 40 riders per row,

c) Start only one row at a time,

d) Have a minimum of 1 minute between rows starting.

e) Each lap length should be equal length whether refueling or not.

13.13.5.5 Prior to competition there may be an escorted preliminary lap of the course.

13.13.5.6 Outside mechanical assistance is permitted in areas designated by the organiser (including receiving tools and parts).

13.13.5.7 Riders completing less than 50% of the time/distance of the winner of the race will be classified as 'Did Not Finish' (DNF).

13.13.6 Cross Country Pony Express: Race Meeting Protocols

13.13.6.1 Pony Express is a form of Cross Country racing in which usually riders participate under the following conditions:

a) 2 riders and 2 machines,
b) 2 riders and 1 machine,
c) Ironman Class - 1 rider and 1 machine.

13.13.7 Sprint: Race Meeting Protocols

13.13.7.1 These rules are additional to and/or exceptions to current Enduro rules. All other Enduro rules apply in this form of the discipline unless modified by State Controlling Body by-laws or the event supplementary regulations.

13.13.7.2 Sprint is an off road, natural terrain event consisting of a number of heats of a short course. Each heat is set along the lines of an Enduro Special Test. The rider in each class with the least total elapsed time will be declared the winner of the class.

13.13.7.3 Sprint heats will adhere to Enduro rules for timed tests (GCR 13.13.14).

13.13.7.4 The Clerk of Course will confirm the number of heats to be run on the day as soon as practical after the end of the first heat.

13.13.7.5 To be considered a finisher, riders must start all heats and complete at least ~~75%~~ 2/3rds of the heats.

13.13.7.6 A rider who does not complete a heat will be awarded the slowest heat time in their class plus 50% ~~100~~ seconds.

13.13.7.7 In National and Open Competitions a rider is only permitted to enter one class of the event.

13.13.7.8 Multiple entry of one machine in the same class is not permitted.

13.13.7.9 Full mechanical assistance is permitted in areas designated by the organiser.

13.13.7.10 A Cross Country Sprint may include a timed enduro loop between each heat.

13.13.7.11 Prior to competition there will be an escorted preliminary lap of the sprint.

13.13.8 Change of Machine During a Competition

13.13.8.1 During any competition, other than an attempt at a record, no machine may be exchanged for another unless permitted under these Rules or any Supplementary Regulations.

13.13.9 Scoring

13.13.9.1 Points to be allocated to competitor finishing order as follows:

PLACE	POINTS	PLACE	POINTS
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

13.13.9.2 An alternative points scoring system may be approved for an MA series event.

13.13.9.3 If a tie on points occurs for any position in an event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the event will be awarded the position.

13.13.9.4 If a tie on points occurs for any position in a series, the tying competitor who has the greatest number of higher placings in the series will be awarded the position.

13.14 RACE MEETING PROTOCOLS: ENDURO

13.14.1 Enduro Flags

13.14.1.1 For Enduro, flags will have the following meanings:

a) White flags displayed on pegs - Entry to fuel control: Time check 200 metres,
b) Yellow flags displayed on pegs - Time check 5-20 metres,
c) Blue flags displayed on pegs - Route check approximately 200 metres,
d) White flag with Black Cross displayed on pegs - No service time check approximately 70 metres,
e) Green Flag displayed on pegs - Exit from time check.

13.14.2 Enduro Courses

13.14.2.1 Courses must be clearly marked.

13.14.2.2 Each course must:

a) Have time check points which must:
   i) Have a digital clock showing hours minutes and seconds at the control table,
   ii) Have a check list showing arrival time of each competitor in the time check,
   iii) Be placed at the entrance to the parc fermé for the start and finish of each day of the event,
   iv) Be placed at intermediate points selected by the Promoter and indicated on the itinerary,
   v) Preferably be no less than 5 kilometres nor more than ~~35~~ 50 kilometres apart,
   vi) Be indicated by:
      - White flags placed 200 metres, and
      - Yellow flags placed 5-20 metres

   before the control table, and
      - Green flags placed 2 metres after the control table,
      - Flags placed on both sides of the course so as to be clearly visible to the competitors.

13.14.2.3 Each course may:

a) Have route check points which:
   i) Need not be marked on the route card,
   ii) Must be indicated by blue flags placed on either side of the course 200 metres before the route check,
   iii) Have a check list of the progress of each competitor.
b) Have time check points with no service which:
   i) Will display a white flag with a black cross on both sides of the track 70 metres before the control table.

13.14.2.4 For multi-day events each course may have:

a) A final service area before the final time check point,
b) Before the final service area, a pre-finish time check, which is a no service time check.

After which competitors have 15 minutes to reach the final time check.

13.14.2.5 The area between the yellow and green flags is considered parc fermé concerning access.

13.14.3 Entries

13.14.3.1 After the closing date for entries:

a) A competitor may apply in writing to the Race Secretary for permission to change machines, and be entered in the relevant class,
b) A team may apply in writing to the Race Secretary for permission:
   i) For a team member to change machines and be entered in the relevant class,
   ii) To substitute one entered team member for another.

13.14.3.2 The Race Secretary may grant permission subject to such conditions as he or she thinks fit or may refuse permission.

13.14.3.3 A competitor who is substituted may not compete without the permission of the Race Secretary.

13.14.3.4 No team or competitor may change the capacity of an entered machine.

13.14.3.5 Applications must be delivered to the Race Secretary before the preliminary machine examination.

13.14.4 The Starting Area

13.14.4.1 The starting area may:

a) Contain a parc fermé to which all access and egress is controlled and which connects directly to the working area,
b) Contain a working area from which there is only one exit to the starting enclosure and where machine maintenance may be carried out,
c) Contain a starting enclosure at one end of which is the starting line and in which the competitors await the starting signal,
d) Be secured by fencing or otherwise regulated as to access so as to prevent the entry of unauthorised persons,

e) Be in the charge of officials who are clearly identified,
f) Have its entrance and exit clearly marked.

13.14.4.2 No competitor or person other than:
a) The Steward,
b) The Clerk of Course, or
c) Any other official in charge thereof,
may enter the starting area unless authorised by a relevant official or otherwise for purposes permitted under these Rules.

13.14.4.3 The supplementary regulations may prescribe the time for delivery of machines into the starting area before the start of an event and thereafter machines must:
a) Remain in the starting area until the start,
b) Be returned at the end of each day for detention overnight,
c) Be released in time for the start of the next day,
d) Be in the open air and not covered in any manner.

13.14.5 Preliminary Examination

13.14.5.1 Before each event, there must be a preliminary examination of competing machines.

13.14.5.2 At the preliminary examination, each machine may be sound tested and marked if it does not exceed the prescribed sound emission levels.

13.14.5.3 At the conclusion of the preliminary examination each machine must be delivered into the parc fermé. No motorcycle may enter parc fermé without a stand approved at machine examination.

13.14.5.4 An event commences at the conclusion of the preliminary examination.

13.14.6 Starting Order and Numbers

13.14.6.1 The starting order of groups or classes will be as determined by the supplementary regulations.

13.14.6.2 The starting numbers of riders will be determined by the organiser. ~~a draw for each class.~~

13.14.7 Starting Procedures

13.14.7.1 The start signal for each competitor must be given as nearly as practicable to that competitor's scheduled starting time.

13.14.7.2 It is not permitted to start the engine in:
a) The parc fermé, working area, or
b) The starting area before the starting signal is given.

13.14.7.3 Within one minute of the signal being given, the competitor must:
a) Start the engine at the starting line using the machine's kick starter or starter motor,
b) Cross a second line 20 metres from the starting line under engine power.

13.14.7.4 A competitor who arrives at the starting line more than one minute late for that competitor's allocated starting time:
a) Will lose 60 points for every minute late,
b) Must be allocated a new start time which must be the indicated time of arrival at the starting line ignoring seconds,
c) Must comply with standard starting procedures.

13.14.7.5 If the competitor is more than 15 minutes late, the rider will be excluded for the day.

13.14.7.6 On each day of the event, competitors may enter the parc fermé 15 minutes before their starting times and move their machines by hand to the entry to the work area.

13.14.7.7 Competitors may have 10 minutes before their starting times to carry out machine preparation.

13.14.8 Event Procedures

13.14.8.1 For Enduro events, the total time for the day of competition must not exceed 7.5 hours, including the 15 minutes at the final time check.

13.14.8.2 Competitors must at all times during the event:
a) Remain on the course,
b) Follow the competition direction.

13.14.8.3 At the beginning or end of a lap, a section or day, the Clerk of Course, due to weather or other conditions, may:
a) Declare a section of the course to be impassable and in that event:
i) That section will cease to be part of the course, and
ii) Any penalties incurred in that section will not be taken into

account in scoring for the event.

b) Change the time schedule for the section to a slower schedule.

13.14.8.4 Each competitor must be allocated a starting time and a time for each section between time checks.

13.14.8.5 The recorded arrival time for each competitor in a section is the starting time for that competitor in the next section.

13.14.8.6 During an event the competitor must have all marked parts on the motorcycle at all times when on the course, subject to GCR 13.14.11

13.14.8.7 During an event, a competitor must not stop between the yellow flags and the control table.

13.14.8.8 A competitor may pass the final time check at the entrance to the parc fermé early, without penalty.

13.14.8.9 When the machine is placed in the parc fermé it must be completely equipped with all the marked parts.

13.14.8.10 At the end of any event there may be a final examination at which any of the machines may be impounded for examination.

13.14.8.11 If a competitor can convince the Jury the rider were delayed by abnormal circumstances outside his control, (e.g. providing assistance to an injured competitor), an allowance may be granted. Alleged baulking by another competitor is not an abnormal circumstance.

13.14.8.12 When the case of a rider is under discussion the rider may continue in the event until the jury makes the final decision.

13.14.9 Re-starts

13.14.9.1 A competitor who retires, or is excluded from an event for a day:

a) For multi-day events, may re-start in the competition on following days from the rear of the field,

b) For single day events, or if the competitor is excluded or retires for a second time from a multi-day event, may not continue on the course.

13.14.9.2 To be eligible to re-start, a competitor must deliver the machine to the parc fermé at least 60 minutes before the amended start time.

13.14.10 Time Cards, Route Cards and Itinerary

13.14.10.1 Each competitor must stop at all time-checkpoints and route checkpoints.

13.14.10.2 Time cards must be issued and route cards may be issued:

a) For the first day, at the preliminary examination,

b) For all other days, as competitors leave the parc fermé at the end of the previous day.

13.14.10.3 Time cards:

a) Must be presented at each control table, or, on demand, to an official,

b) Must be handed in at the end of each day to the final control official,

c) Must not be altered or obliterated by any competitor,

d) Must not be exchanged between competitors,

e) Must, in the event of loss, be replaced by the official in charge of the next time control,

f) May show the prescribed running time for each section.

13.14.10.4 Route cards:

a) Must be presented at all route checks,

b) Must be handed in at the end of each day to the final control official,

c) Must not be altered or obliterated by any competitor,

d) Must not be exchanged between competitors,

e) Must, in the event of loss, be replaced by the official in charge of the next time control.

13.14.10.5 Itineraries:

a) Must be issued at the preliminary examination or displayed prominently in the starting area,

b) Must clearly indicate all competition distances and show the prescribed running time for each section,

c) Must contain samples of signs or indicators used for course markings,

d) Are, for all purposes connected with the competition, deemed to be accurate.

13.14.11 Maintenance, Repair, Alteration and Refuelling

13.14.11.1 A machine may be cleaned, altered, repaired or refuelled during an event as follows:

a) Subject to sub-Rule b), assistance is not permitted during the course of an event,

b) A competitor may receive assistance for the following:

i) Refuelling,

ii) Removing, replacing and replenishing:

- Coolant,
- Engine and gearbox lubricating oils and removal and replacement of oil filters.

iii) Removing air from the braking circuit,

iv) Inflating tubes and tyres.

v) Cleaning number plates and plastic parts of the motorcycle with the aid of a sponge or cloth.

c) No work on the machine may take place:

i) In any tent, vehicle or other enclosed place,

ii) In the parc fermé,

iii) In the time check area.

d) The rider is allowed to change any unmarked parts anywhere on the course but may receive spare parts and tools only in the servicing areas.

e) A competitor may not receive or use the following tools:

i) Any form of welding equipment other than for repairs to the exhaust system,

ii) Pressure cleaning apparatus,

iii) Electrical and air powered tools operated by remote connection.

f) A competitor may, for the purposes of carrying out alterations or repairs, receive spare parts:

i) In the working area in the starting area,

ii) Between the white and yellow flags adjacent to a time check point.

g) A competitor may leave used parts where the alterations or repairs were carried out.

i) A rider wishing to repair or replace the silencer of his machine can do so at the end of the day, after the last time check and before entering the parc fermé. The work must be carried out under the supervision of an official.

ii) The rider will be allowed an extra time of 60 minutes for this work.

iii) The same applies to riders who for any reason have been told by the Clerk of the Course to have their machines sound tested.

iv) The rider may request as many sound tests as they wish during the 60 minute allowance.

v) After 60 minutes have elapsed, the rider will be required to present their machine to the Sound Control Officer for testing. If sound level are above the required standard, the rider will be excluded (or other penalties given as provided for in the GCRs).

vi) If the silencer is changed during the day, the rider must present it to be noted at the next time check point. At the end of the day, a sound control test will be carried out during the 60 minute allowance. If the test is passed, the silencer will be marked with the official paint. If not, the rider may be excluded (or other penalties given as provided for in the GCRs).

h) The engine must be stopped during refueling.

i) The rider must dismount from the motorcycle during refueling.

j) An environmental mat or other effective device is required to be used when refueling, replenishing all oils and chemicals (including the oiling of chains) in order to stop ground contamination. The minimum specifications of the mat are:

i) Dimensions minimum 160cm x 100cm;

ii) Absorption capacity minimum one litre;

iii) Thickness minimum 5mm.

The penalty for non-compliance may be discretionary.

k) No fuel may be carried other than in a tank or container permanently attached to the machine.

l) Unless otherwise stated in the supplementary regulations, replacement of any fluids except water or coolant is only permitted in the work area and at a time check between the white and yellow flags where service is permitted.

m) There must be at least one refueling depot at a maximum of every 50km.

n) Tyres may only be changed:

i) At the final service area,

ii) In the work area at the start.

o) In any replenishment area, the chain can be lubricated but only the rider is allowed to do this work.

13.14.12 Assistance

13.14.12.1 All outside assistance is forbidden, other than the normal assistance given at the official time checks.

13.14.12.2 The term "outside assistance" refers to the act involved when any person, other than the rider or an official performing his duties, comes into contact with the motorcycle.

13.14.12.3 No machine may be moved otherwise than by:

a) Its engine, or

b) The actions of its rider.

13.14.12.4 No competitor may be accompanied anywhere on the course.

13.14.12.5 The term "accompanied" refers to the act of riding in company for the purpose of receiving assistance, with any person other than a registered official of the event in the course of their duties.

13.14.13 Inspection and Marking

13.14.13.1 At any time check a relevant official:

a) Must record the time as displayed on the clock when,

i) The competitor's time card is presented, or

ii) When the motorcycle enters the control by passing the yellow flags.

The method used will be announced in the supplementary regulations or during riders briefing.

b) May inspect any machine,

c) May mark any part,

d) May direct the alteration of any machine which does not comply with any requirement of these Rules or the supplementary regulations,

e) May direct the administration of any sound or other test,

f) May report any competitor or machine to the jury or a key official.

13.14.13.2 Any competitor required to submit to a sound test under the preceding Rule:

a) May request further tests during the 30 minutes next after the completion of the initial test,

b) May be required, at the expiration of that time, to submit to a further test,

c) May not continue in the event if, at the expiration of that time, the machine does not comply with the prescribed sound emission levels.

13.14.14 Timed Tests

13.14.14.1 Timed tests must be as follows:

a) Average speed must not exceed 50km/h,

b) Competitors may inspect test courses on foot but not by wheeled vehicle,

c) Be safe and of a reasonable degree of difficulty,

d) For multi-day events, be marked not less than 48 hours before the scheduled start time for the test,

e) A rider who leaves the test course and gains an advantage may incur penalties as in GCR 7.1.6

13.14.15 Cross Tests and Enduro Tests

13.14.15.1 Cross tests and Enduro tests must be as follows:

a) Cross test courses must:

i) Be between 2 and 5 kilometres

in length,

ii) Be specially prepared for the test,

iii) Have safety zones at all bends and other places of potential danger to spectators, with a minimum width of one metre to which spectators have no access,

iv) Start within one kilometre of a time check point,

v) Have the start and finish line in the same vicinity.

b) Enduro test courses must:

i) Be readily accessible to a four-wheel drive vehicle,

ii) Be on a section of the course between 2 time checks,

iii) Be between 3 and 10 kilometres in length,

iv) Be untimed during the first lap and timed during subsequent laps,

v) For multi-day events, an Enduro test which is ridden on previous days and repeated in the same direction on future days may be timed on the first lap of these subsequent days.

c) Each competitor must:

i) Start with the engine running,

ii) Come to a stop at the start line, as directed by an official, and start within 10 seconds after being directed by the official,

iii) The riders start time will be the moment the front wheel moves past the recording device or at the expiration of the 10 seconds.

d) More than one test may be run on the same course in each day,

e) Tests must have flying finishes with each competitor's time being recorded at the point of crossing the finish line,

f) Competitors may inspect special test courses on foot,

g) As each competitor finishes they must resume the principal course without stopping.

13.14.16 Final Test

13.14.16.1 At the end of an event there may be a final test which must be a closed circuit with a minimum of 5 laps and a maximum of 10 laps covering a total distance of between 10 and 18 kilometers.

13.14.16.2 Before the start of the test all machines must be delivered to a parc fermé.

13.14.16.3 Prior to competition, there will be a voluntary escorted preliminary lap of the course.

13.14.16.4 Tests will be divided into groups based on classes.

13.14.16.5 Should a competitor ~~finish the road~~ arrive **at the final** test late, the competitor may be transferred to another group.

13.14.16.6 Re-start competitors must not compete in a test with competitors who are still in the competition. The rider may compete in a separate test if one is scheduled by the organisers.

13.14.16.7 For multi-day events, massed starts must be used with grid positions determined by placings at the end of the previous day.

13.14.16.8 For one-day events, grid positions must be allocated by the Promoter.

13.14.16.9 At the conclusion of the prescribed number of laps by the leading rider, the chequered flag will be shown. From the time the race winner takes the chequered flag 5 minutes will be allowed for other riders to complete the lap they are on, after which the test is over.

13.14.16.10 For riders who do not complete the same number of laps as the winner, the following formula will be applied to calculate their time:

$$T / L \times W$$

Where:

T = total time taken by the rider to reach the finish line

L = number of laps completed by the rider

W = number of laps completed by the class winner of that particular heat.

If a rider does not cross the finish line within 5 minutes of the winner, their time will be the time of the slowest rider in their class heat to reach the finish line, plus 5%.

13.14.17 Finish of Event

13.14.17.1 All finishing machines may be impounded for 30 minutes.

13.14.17.2 For each machine an event finishes:

a) If there is a final examination, at the conclusion of the examination of the machine,

b) If there is no final examination, at the moment the machine arrives at the final time check.

13.14.17.3 A rider is considered to have finished the Enduro when they have passed the final time check of the event. Failure to complete the final speed test (if applicable) will incur the maximum penalty as per GCR 13.14.18

13.14.18 Enduro Penalties

13.14.18.1 Penalty time is incurred as follows:

PENALTY	POINTS
Late arrival at the start line	60 seconds per minute
Not crossing the 20m line under power within time	10 seconds
Early and late arrival at a time check	60 seconds per minute
Stopping between yellow flags and control table at time check	60 seconds
Starting of engine in starting area prior to start signal	60 seconds
Starting the engine in the parc fermé or work area	120 seconds
Uncompleted day for a competitor	7200 seconds
Special tests - for each 1/100 sec	1/100 seconds
Final test – for each uncompleted lap plus the time of the slowest completed test time in the same class	60 seconds
Individuals who re-start – per day plus points for completed special tests	7200 seconds

13.14.19 Classification of Individuals and Teams

13.14.19.1 For individual classification, the time obtained each day will be added for each rider in each class and in each category. The rider with the total lowest time will be placed 1st and so on.

13.14.19.2 For individuals, daily time will be accumulated.

13.14.19.3 For teams:

a) For the team classification, the times obtained by each team rider will be added together to form the daily time of the team. The team with the total lowest time will be placed 1st and so on,

b) Daily penalty time will be accumulated.

13.14.19.4 Where a competitor is a member of a team:

a) The team will incur 7,200 seconds for each day of the event that the rider does not complete.

b) If the competitor is permitted to re-start after exclusion for a day, the team will incur 7,200 seconds for the day the competitor was excluded plus 7,200 seconds for each following day.

13.14.20 Exclusion from an Event

13.14.20.1 A competitor is liable to be excluded from an event for any of the following acts during the event:

a) Competing on a machine with an engine capacity different from that stated on the entry form,

b) Receiving spare parts or tools anywhere on the course except the service areas. (i.e. The working area and at time checks between the white and yellow flags),

c) Replacing any marked part without authorisation,

d) Failing to have all marked parts on the motorcycle at all times when on the course, subject to GCR 13.14.11,

e) Placing the motorcycle in the parc fermé without all the marked parts,

f) Without authorisation, entering the parc fermé other than to collect or deliver the machine,

g) In the parc fermé:

i) Touching any other competitor's machine,

ii) Touching his or her machine other than for purposes of

collection or delivery,

h) Smoking in the parc fermé, working area, or between the white and yellow flags,

i) Placing the machine in the parc fermé more than 2 hours after the competitor's scheduled finishing time,

j) Without authorisation, placing the machine in any tent, vehicle or other enclosed place,

k) Carrying fuel on a machine other than in a permanently attached tank or container,

l) Not stopping the engine during refueling,

m) Without authorisation:
   i) Communicating with accompanying persons,
   ii) Being accompanied by another competitor,
   iii) Accompanying another competitor.

n) Not observing traffic regulations,

o) Knowingly failing to hand in time cards at the finish of each day,

p) Altering a time card or route card or using another rider's card,

q) Practicing on the special test course,

r) Inspecting the special test course other than on foot,

~~s) Riding against the direction of the course,~~

t) Competing on a machine the engine of which exceeds the maximum capacity of the entered class.

13.14.21 Exclusion for a Day

13.14.21.1 A competitor is liable to be excluded for the day from an event if, during that day, they do any of the following:

a) Failing to pass a sound control test,

b) Refueling outside refueling areas,

c) Failing to deposit the machine in the parc fermé forthwith after the final check-in of the day,

d) Entering the parc fermé with the engine running,

e) Receiving outside assistance other than for purposes of:
   i) Refuelling,
   ii) Removing, replacing and replenishing:
   - Coolant,
   - Engine and gearbox lubricating oils and removal and replacement of oil filters.

   iii) Removing air from the braking circuit,
   iv) Inflating tubes and tyres.
   v) Cleaning number plates and plastic parts of the motorcycle with the aid of a sponge or cloth.

f) Arriving more than 15 minutes late for the start,

g) Arriving more than 30 minutes late for a time check (the rider may opt to continue the event until the Clerk of Course makes a final decision),

h) Moving the machine otherwise than by:
   i) Its engine, or
   ii) The actions of the competitor.

i) Riding off the course or against the course direction,

j) Failing to get the time card and/or control check list marked at a time check,

k) Missing a time check or a route check,

l) Changing tyres other than:
   i) At the final service area, or
   ii) In the working area in the start area.

m) Receiving or using prohibited tools.

13.14.21.2 A competitor liable to the penalties prescribed in the two preceding Rules may apply to the Steward for a reduction in penalty. The Steward, on being satisfied that penalties were incurred in exceptional circumstances, may:

a) Determine that no penalty should be imposed,

b) Impose a lesser penalty.

13.14.22 Explanation of Results

13.14.22.1 A competitor may, no more than 24 hours after the publication of the results of any day's run, request from the Clerk of Course an explanation of those results.

13.14.23 Junior Enduro Courses

13.14.23.1 Enduro courses for Juniors should have time checks no less than 5km and no more than 20km apart.

13.14.23.2 Enduro courses for Juniors must have one refueling stop at a maximum of every 35km.

13.14.23.3 For Junior Enduro the total time for the day of competition must not exceed 4 hours, including the 15 minutes at the final time check.

13.14.24 Junior Event Procedures

13.14.24.1 Junior riders may receive assistance starting their machine at the special test start line.

13.14.24.2 Junior riders may be given a new start time should they stall their machine on the start line.

13.14.24.3 Junior competitors may receive parts anywhere on the course.

13.14.24.4 Junior competitors may receive outside assistance anywhere on the course.

13.14.24.5 Pit board signals will not be used in Junior competition. Riders/Pit crew who fail to obey this instruction are liable to exclusion for the duration of the competition.

SECTION 14D: TECHNICAL REGULATIONS

13.15 SOUND EMISSIONS

13.15.0.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

13.16 FUEL

13.16.0.1 Fuel for all machines must be as per Appendix C: Sound Emissions & Fuel.

13.16.0.2 For Enduro events, it is recommended that fuel containers do not exceed 10 litres and are fitted with a suitable pouring spout.

13.17 ENGINES

13.17.1 Reciprocating Engines

The formula for calculation of capacities and classes:

$$\text{Cubic capacity} = \frac{(D^2 \times 3.1416 \times C \times N)}{4}$$

Where:

D = Bore in centimetres

C = Stroke in centimetres

N = Number of cylinders

13.17.2 Engine Capacity Tolerances

13.17.2.1 Unless otherwise specified in the following table, the actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%:

CLASS	PERMITTED EXCESS
80cc 2-stroke (Manufactured prior to 1/1/1995)	5%
65cc & 85cc	Nil

13.18 FRAMES AND PARTS

13.18.0.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

13.18.1 Fuel Tanks

13.18.1.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

13.18.2 Exhaust Systems

13.18.2.1 Exhaust systems must:

a) Be fitted with silencers,

b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread,

c) Be attached as closely as practicable to the machine and in a manner that does not, in the opinion of the Scrutineer, create a hazard to other competitors,

d) Where separate silencers are fitted, have a minimum of two mountings or locking screws on all machines which have a capacity in excess of 85cc,

e) Where silencers are re-packable, have safety wired securing bolts.

13.18.3 Centre and Side Stands

13.18.3.1 Centre and Side Stands which remain on machines must be secured in the closed position.

13.18.4 Footrests

13.18.4.1 Footrests must:

a) Be well rounded and designed so as to ensure that no dangerous edges are created due to wear.

b) Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.

13.18.5 Handlebars

13.18.5.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

13.18.5.2 Handlebar levers must:

a) Have ball ends with a minimum diameter of:

i) 15mm, for levers longer than 76mm,

ii) 10mm, for levers shorter than 76mm.

b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

13.18.5.3 Throttle controls must be self-closing.

13.18.5.4 Hand lever protectors may be single or double mounted.

13.18.5.5 If hand lever protectors are fitted, they must be of shatterproof material.

13.18.5.6 All machines must be fitted with an effective ignition cut-off switch located on the handlebars.

13.18.5.7 The handlebars must be equipped with a protection pad on the cross bar. Handlebars without a cross member must be equipped with a protection pad located in the middle of the handlebars, covering the handlebar clamps. Except for "Safari" type events where navigation equipment is mounted above the handlebar clamps and/or cross bars.

13.18.6 Kick Start Levers

13.18.6.1 Kick start levers, other than transverse, must be folding.

13.18.7 Drive Chain Protection

13.18.7.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.

13.18.7.2 The guard must be constructed of:

a) Metal having a minimum thickness of 1.6mm, which may be mesh or expanded metal provided the openings do not exceed 10mm, or

b) Fibreglass having a minimum thickness of 3mm.

13.18.7.3 If a plastic, fibreglass or part open chain guard is used, a steel bolt of not less than 10mm diameter, placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must be replaced.

13.18.7.4 Projecting sprockets, which are not behind a clutch assembly or directly behind a frame member, must be guarded where the sprocket teeth are further than 30mm from a frame member or swinging arm.

13.18.7.5 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot, must be covered.

13.18.7.6 A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

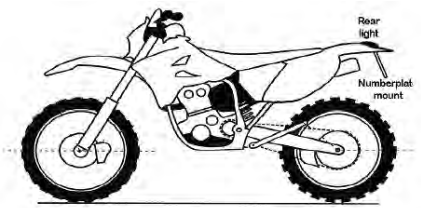
13.18.8 Tyres

13.18.8.1 Tyres must comply with the following:

a) Metal studs, spikes, chain, rope or other non-skid attachments, as well as paddle or scoop treaded tyres may not be used unless permitted by the relevant supplementary regulations.

b) Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground.

c) The tread depth indicating holes on slick tyres must be clearly visible and at least 0.5mm deep.



13.18.9 Mudguards

13.18.9.1 Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.

13.18.9.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.

13.18.9.3 Where road authority registration is required, the rear mudguard must be of an Enduro style, equipped with a rear-facing tail light clearly visible to following road users. The must be sufficient space below the rear light to mount the number plate.

13.19 JUNIOR CLASSES

13.19.0.1 These rules are additional to and/or exceptions to current Enduro rules. All other Enduro rules apply in this form of the discipline unless modified by State Controlling Body by-laws or by the event supplementary regulations.

13.19.1 Wheel Sizes

CLASS	FRONT	REAR
50cc Auto/Demo	10" or 12" (254 or 305mm)	10" (254mm)
65cc	14" to 15" (356 to 381mm)	12" (305mm)
85cc 2-stroke & 150cc 4-stroke	15" to 17" (381 to 432mm)	14" (356mm)
85cc Big Wheel 2-Stroke	18" to 21" (457 to 534mm)	16" to 19" (407mm to 482mm)
150cc Big Wheel 4-Stroke	18" to 21" (457 to 534mm)	
100cc to 200cc 2-stroke	17" to 21" (432 to 534mm)	
250cc 4-stroke	17" to 21" (432 to 534mm)	

13.19.2 Handlebars

13.19.2.1 Handlebars must be securely plugged. The width of handlebars must be not less than 600mm and not more than 850mm.

13.19.3 Engines

13.19.3.1 Maximum capacity of motorcycles for Junior Enduro is 200cc 2-Stroke and 250cc 4-Stroke.

13.19.4 Junior Trail Bikes

13.19.4.1 The following machines are eligible for club and Inter-club competitions:

a) 7 to under 13 years : 65cc class

MANUFACTURER	MODEL(s)
Honda	CRF70, XR70, CRF80, XR80, CRF110F
Kawasaki	KLX110, KLX110C, KLX110L
Suzuki	JR80, DR-Z70
Yamaha	PW80, TT-R90 TT-R110

and similar machines approved by Board.

b) 9 to under 16 years : 85cc class:

MANUFACTURER	MODEL(s)
Honda	XR100, CRF100
Kawasaki	KE100 KLX140
Yamaha	TT-R125
Suzuki	DR-Z125/L

and similar machines approved by Board.

13.19.4.2 Non-motocross type 80cc to 160cc 4-stroke machines are approved for Enduro competition under the following conditions:

a) Exhaust systems may be modified or changed,

b) External gearing and carburetor jetting may be altered,

c) No other modifications allowed.

13.19.5 Electric Machines

13.19.5.1 Electric machines may compete with comparable sized machines in Junior competition using the following table:

CLASS	APPROX. POWER OUTPUT	ELECTRIC WHEEL SIZE	EQUIVALENT SIZE [Standard Motorcyles]
50cc Auto/Demo	Up to 0.75 Kw	12.5" (Rim Bead Diameter 203mm)	8"
50cc Auto/Demo	0.75 to 1 Kw	16" (Rim Bead Diameter 305mm)	12"
65cc	1 to 1.5 Kw	20" (Rim Bead Diameter 396mm)	13.5"

13.19.6 50cc Demo Class Machines

13.19.6.1 Machine Requirements:

a) Engine capacity must not exceed 50cc,
b) The clutch must be of centrifugal type,
c) Wheels as per GCR 13.19.1 must be fitted.

13.19.7 50cc Auto Class Machines

13.19.7.1 Eligible Machines are:

MANUFACTURER	MODEL(s)
Cobra	King CX50
Gas Gas	EC 50
HM	CRX 10/10 Senior, Baja 10/10, X3R
Husqvarna	Husky Boy SF03, CR50
Italjet	Action Outlaw
KTM	SXR PRO SNR, 50SX, SXR PRO JNR, 50 SX 2009
LEM	RX3, RX3 2008, LX2F-USA, CR2, CR2S
Malagutti	RCX10
Polini	XR3
TM	50 C1
Metrakit	MKX50

and similar machines approved by Board.

13.19.7.2 Machine Requirements:

a) Engine capacity must not exceed 50cc,
b) The gearbox must have one gear,
c) External gearing may be altered,
d) The clutch must be of centrifugal type, and of OEM type,
e) Wheels as per GCR 13.19.1 must be fitted,
f) All machines must remain standard to the OEM specifications. Only the following items may be changed:
   i) Colour,
   ii) Seat,
   iii) Mudguards,
   iv) Handlebars,
   v) Grips,
   vi) Levers,
   vii) Cables,
   viii) Chains,
   ix) Tyre brand and tread pattern.
g) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame,
h) Throttle limiting devices may be removed,
i) A separate kill switch may be installed in place of the standard,
j) Steel serrated foot pegs may replace standard rubber pegs,
k) Aftermarket exhaust systems and silencers are permitted.

SECTION 13E: AUSTRALIAN FOUR-DAY ENDURO CHAMPIONSHIPS

13.20 DESCRIPTION OF AUSTRALIAN FOUR-DAY ENDURO (A4DE)

13.20.0.1 The Australian Enduro Championships will be a 4 day event known as the Australian Four Day Enduro (A4DE). The A4DE will determine both the Australian Teams and the Australian Individual Championships.

13.21 SENIOR AUSTRALIAN FOUR-DAY ENDURO CLASSES

13.21.1 A4DE Solo Classes

CLASS	CAPACITY
Enduro 1	100cc to 150cc 2-stroke & 150cc to 250cc 4-stroke
Enduro 2	175cc to 250cc 2-stroke & 275cc to 450cc 4-stroke
Enduro 3	290cc to 500cc 2-stroke & 475cc to 650cc 4-stroke

13.21.2 A4DE Veteran Class

13.21.2.1 Riders must have turned 35 years before 1st January in the year of competition.

13.21.2.2 Machines may be of any capacity.

13.21.3 A4DE Masters Class

13.21.3.1 Riders must have turned 45 years of age before the 1st January in the year of competition.

13.21.3.2 Machines may be of any capacity.

13.21.4 A4DE Women's Class

13.21.4.1 Women may ride machines of any capacity.

13.21.4.2 To constitute a class, the number of contestants entered and competing will be 6.

13.21.4.3 Should there be insufficient numbers in this class, each competitor will compete in the appropriate capacity class.

13.22 ELIGIBILITY: A4DE

13.22.1 A4DE Entries

13.22.1.1 The number of entries, both as to maximum and minimum numbers, will be as specified in the supplementary regulations.

13.22.1.2 The closing date for entries will be 14 days before the event.

13.22.1.3 Priority will be given to teams over individuals.

13.22.1.4 Each team entering for the event may nominate a manager.

13.22.1.5 Team manager's names must be submitted to the Promoter no later than the end of the preliminary examination.

13.22.1.6 The team manager is responsible for representing the team.

13.22.2 A4DE Jury

13.22.2.1 Each State which has entered a Trophy Team or a Junior Trophy Team may nominate a representative for the Jury, subject to GCR 2.4.12

13.23 COMPETITION RULES: A4DE

13.23.1 Machine Eligibility

13.23.1.1 Only solo machines are eligible for the A4DE.

13.23.1.2 All machines entered in the A4DE must have:

a) Working commercially available headlight and tail light, visible to other road users, either:
   i) Permanently wired to illuminate, or
   ii) Able to be switched on or off by a single switch mounted on the handlebar or headlight assembly.
b) A working brake light, visible to other road users, operated by the brake pedal or handlebar brake lever,
c) Other requirements as specified in the Supplementary Regulations to comply with road traffic laws of the host State.

13.23.1.3 No motorcycle may enter the A4DE parc fermé without a fixed stand approved at machine examination.

13.23.1.4 Where a stand breaks during one of the days of competition, the competitor has until the end of the next day's competition to repair or replace the stand. In the meantime, the machine will be allowed into the parc fermé without a stand under conditions decided by the Clerk of Course. Failure to repair or replace the stand within the prescribed time will result in exclusion for the event.

13.23.2 Change of Machine

13.23.2.1 After the closing date for entries:

a) A competitor may apply in writing to the jury for permission to change machines,
b) A team may apply in writing to the jury for permission:
   i) For a team member to change machines or to ride the entered machine in a class different from the one for which it was entered,
   ii) To substitute one entered team member for another.
c) Applications must be delivered to the Clerk of the Course before the preliminary machine examination,
d) The jury may grant permission subject to such conditions as it thinks fit or may refuse permission,
e) No team or competitor may change the class of an entered machine.

13.23.3 Cancellation

13.23.3.1 MA may, if it considers that there are insufficient entries for an A4DE, cancel the event.

13.23.3.2 In the event of a cancellation under this Rule, entry fees must be refunded.

13.23.4 Preliminary Examination: Marking of Parts

13.23.4.1 At the preliminary examination, the following parts will be marked with paint or

non-removable sticker with competitor's numbers as follows:

a) Main section of the frame on the right hand side of steering head - 1
b) Hub of each wheel - 2
c) Right side of crankcase - 1
d) Exhaust system - 1

13.23.4.2 The markings on wheel hubs, crankcase and exhaust system must be heat resistant.

13.23.4.3 Other than for the purpose of repairs and maintenance authorised under these Rules, no competitor may, during an event, without authorisation replace or change, or cause or permit to be replaced or changed, any part marked at the preliminary examination.

13.23.4.4 The rider will sign an agreement certifying that the parts have been properly marked. This declaration must indicate the frame number.

13.23.4.5 The use of an environmental mat, or other effective device, is obligatory at the place where assistance and refueling is authorised by the organiser.

13.24 A4DE COURSE

13.24.1 Requirements of Course

13.24.1.1 The course must consist of roads that are passable in all kinds of weather.

13.24.1.2 The total distance to be covered will be no less than 600km nor more than 1,000km with no more than 3 laps each day.

13.24.1.3 The course must be marked with a different colour for each day and must have numbers on the markers indicating the day the colour is used.

13.24.1.4 A draft of the proposed supplementary regulations for the event, together with samples of all marking signs to be used in the event, must be delivered to the Enduro Commission not less than 4 months before the date of the event.

13.24.1.5 The starting order must be established to allow the Trophy, Junior Trophy and selected seeded riders to start first. Those Trophy and Junior Trophy riders nominated in the Veterans, Masters or Women's classes will start with their respective class.

13.24.1.6 Riders not in Trophy Teams may be seeded. The seeded position of riders must be approved by the Enduro Commission.

13.24.1.7 At the end of each day the course must:

a) Have a final service area before the final time check point,
b) Have before the final service area, a pre-finish time check point,
   i) Which is a no service time check,
   ii) After which competitors have 15 minutes to reach the final time check.

13.24.1.8 The starting area must:

a) Contain a parc fermé to which all access and egress is controlled and which connects directly to the working area,
b) Contain a working area from which there is only one exit to the starting enclosure and where machine maintenance may be carried out,
c) Contain a starting enclosure at one end of which is the starting line and in which the competitors await the starting signal,
d) Be secured by fencing or otherwise regulated as to access so as to prevent the entry of unauthorised persons,
e) Be in the charge of officials who are clearly identified,
f) Have its entrance and exit clearly marked.

13.24.2 Completion of Course

13.24.2.1 Subject to the following sub-Rules, each competitor must complete all four runs.

13.24.2.2 A competitor who is excluded for one day:

a) May re-start on the next following day, but
b) If excluded for a further one day, may not re-start.

13.24.2.3 For a team to be classified as finishing, at least one rider must complete the course.

13.24.2.4 If the event is stopped prematurely by the jury it cannot be re-run.

13.24.2.5 If the event is stopped before the majority of riders have completed half the total

distance the event will be declared null and void.

13.24.2.6 If the event is stopped at a later stage the jury will decide whether the event is void or declare such results and awards as they consider justified according to the circumstances.

13.24.3 Tests of Course

13.24.3.1 On each of the first 3 days there must be at least four special tests which must consist of at least one Enduro test and one cross test:

a) At the end of the final day there must be a final test, or

b) There must be a shortened final day with at least 3 timed tests.

13.25 PUBLICATION OF RESULTS

13.25.0.1 Subject to the following Rule, the results of each day of the competition must be published as soon as possible after the completion of the day.

13.25.0.2 If it is impracticable to publish in accordance with the preceding Rule, the results must be published before the evening jury meeting and competitors must be informed not later than the time for resumption of the next day.

13.26 A4DE AWARDS

13.26.1 A4DE Awards: The Challenge Trophy

13.26.1.1 The Trophy is an Australian Championship competition for State teams, and other National invited teams.

13.26.1.2 Subject to the following two Rules, each State Controlling Body may enter one team comprising 6 competitors whose licences must have been issued by that State Controlling Body.

13.26.1.3 MNSW may enter, in addition to its own team, an ACT team which comprises a team of competitors in which each competitor:

a) Must hold a licence issued by MNSW;

b) Must have a licence, which names an ACT Club.

13.26.1.4 A State Controlling Body, which includes in its team a competitor:

a) Who has previously held a licence issued in Australia; and

b) Who is competing under Chapter 3;

must have been the issuing State Controlling Body for that previous Australian licence.

13.26.1.5 The 6 motorcycles of each team must belong to at least 3 different capacity classes.

13.26.1.6 The winning team will be awarded the Challenge Trophy.

13.26.1.7 Each member of the winning team will be awarded a souvenir trophy.

13.26.1.8 The 2nd and 3rd placed teams will receive special awards.

13.26.1.9 The results of the Challenge Trophy will be established in the following order:

a) The team with the highest number of riders finishing the event.

b) The team with the lowest number of points.

13.26.1.10 Ties will be resolved in the following manner:

a) The score of the rider with the highest number of points will be deducted from the team's total points.

b) If a tie still exists, the scores of the 2 riders with the highest number of points will be deducted from the team's total points.

13.26.1.11 Riders nominated in the Veterans, Masters and Women's class are also eligible for the Trophy Team.

13.26.2 A4DE Awards: The Junior Trophy

13.26.2.1 The Junior Trophy is an Australian Championship for State Teams, and other invited National teams.

13.26.2.2 Subject to the following two Rules, each State Controlling Body may enter one team comprising four competitors whose licences must have been issued by that State Controlling Body.

13.26.2.3 MNSW may enter, in addition to its own team, an ACT team which comprises a team of competitors in which each competitor:

a) Must hold a licence issued by MNSW;

b) Must have a licence, which names an ACT Club.

13.26.2.4 A State Controlling Body, which includes in its team a competitor:

a) Who has previously held a licence issued in Australia; and

b) Who is competing under Chapter 3.

must have been the issuing State Controlling Body for that previous Australian licence.

13.26.2.5 Each competitor must be under the age of 23 years as at January 1st in the year of the event.

13.26.2.6 A rider nominated for a Trophy Team cannot also be a member of a Junior Trophy Team.

13.26.2.7 The four motorcycles in each team must be at least of two different classes.

13.26.2.8 Results will be determined as for the Trophy Teams.

13.26.2.9 Each member of the winning team will be awarded a souvenir trophy.

13.26.2.10 The 2nd and 3rd placed teams will receive special awards.

13.26.2.11 Riders nominated in the Women's class are also eligible for the Junior Trophy Team.

13.26.3 A4DE Awards: The Club Team Awards

13.26.3.1 The Club Team Awards are a competition into which each State Controlling Body may enter one or more teams.

13.26.3.2 A Club Team:

a) Must be nominated by a motorcycling club affiliated to the State Controlling Body;

b) Must consist of 3 riders each of whom must have their competition licence issued through the nominating club.

13.26.3.3 No competitor may be a member of more than one club team.

13.26.3.4 Competitors in the Trophy, Junior Trophy or Motorcycle Trade team events are ineligible for this competition.

13.26.3.5 Results will be determined as for the Trophy Teams.

13.26.3.6 The first 3 club teams will receive special awards.

13.26.4 A4DE Awards: The Trade Team Awards

13.26.4.1 The Trade Team Awards are a competition in which any trader within the motorcycle trade may enter a team consisting of 3 riders.

13.26.4.2 A competitor may not be a member of more than one Trade Team.

13.26.4.3 A competitor in a Club team is ineligible for this competition.

13.26.4.4 Results will be determined as for the Trophy Teams.

13.26.4.5 The 3 best teams will receive special awards.

13.26.4.6 Riders nominated as Veterans, Masters and Women's classes are eligible.

13.26.5 A4DE Awards: The Individual Riders Medals

13.26.5.1 The Souvenir Gold Medal will be awarded to all riders whose total number of points do not exceed 110% of the number of points achieved by the first rider of that class.

13.26.5.2 The Souvenir Silver Medal will be awarded to all riders whose total number of points do not exceed 125% of the number of points achieved by the first rider of that class.

13.26.5.3 The Souvenir Bronze Medal will be awarded to all riders who complete the A4DE within the allotted time.

13.26.5.4 The outright individual winner of the A4DE will be awarded the John Hall Perpetual Trophy named in honour of the mastermind and organiser of the first A4DE in 1978.





14 ALL TERRAIN VEHICLES (ATV)

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APPLICATION OF CHAPTER

The Rules set out in this chapter are for the competition events using ATVs.

SECTION 14A: AUSTRALIAN CHAMPIONSHIPS

14.1 CHAMPIONSHIP MEDALLIONS AND TROPHIES

SENIOR AUSTRALIAN ATV CHAMPIONSHIPS	
SUPERMOTO	
Open	
MOTOCROSS	
Pro	} Open
Intermediate	
Womens	
Veterans	
DIRT TRACK	
Pro	
Open	
Womens	
SPEEDWAY	
Pro	
Open	
TRACK	
Pro	
Open	
Womens	
ENDURO	
Up to 930cc	
Womens - Up to 930cc	

14.2 CATEGORIES FOR JUNIOR AUSTRALIAN ATV CHAMPIONSHIPS

CLASS/AGE RANGE	CAPACITY
7 to under 11 Limited	60cc to 90cc 2-stroke & 85cc to 110cc 4-stroke
8 to under 12 Comp	60cc to 90cc 2-stroke & 85cc to 125cc 4-stroke
12 to under 16 Comp	Up to 200cc 2-stroke & 250cc 4-stroke

14.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES

14.3.1 Individual Competitions

14.3.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each Championship.

14.3.2 All Competitions

14.3.2.1 At least the first 3 place getters in any Australian Championship event must be awarded a sash or similar permanent memento of the achievement by the Promoter, irrespective of MA awards.

14.3.2.2 Medallions and points will be awarded in all Australian Championships where there are:

a) 8 or more starters for ATV classes which actually participate in practice, qualifying or races,

b) 6 or more starters for all female classes which actually participate in practice, qualifying or races,

c) 6 or more starters for Junior ATV classes which actually participate in practice, qualifying or races.

SECTION 14B: COMPETITION CLASSES

14.4 SENIOR COMPETITION CLASSES

14.4.1 Motocross and Club Level Racing

CLASS	RACING
Open	
Pro	Skill Based
Intermediate	Skill Based
Clubmen	Skill Based
Womens	
Production	
Veterans	
Jumbos	

14.4.2 Speedway

CLASS	CAPACITY
Pro	450cc 4-stroke & 350cc 2-stroke
Open	Up to 700cc 4-stroke & Up to 550cc 2-stroke

14.4.3 Enduro/Cross Country (Desert)

ENDURO/CROSS COUNTRY: DESERT ONLY
Up to 930cc
Women - Up to 930cc

14.4.4 Sand Drag (Off Road)

SAND DRAG CLASSES
Pro
Up to 930cc
Outlaw

14.4.5 Hill Climb

HILL CLIMB CLASSES
Pro
Up to 930cc

14.5 JUNIOR COMPETITION CLASSES

CLASS/AGE RANGE	CAPACITY
4 to under 9 Limited (Non-Competitive)	50cc
7 to under 11 Limited	60cc to 90cc 2-stroke & 85cc to 110cc 4-stroke
8 to under 12 Comp	60cc to 90cc 2-stroke & 85cc to 125cc 4-stroke
12 to under 16 Comp	Up to 200cc 2-stroke & 250cc 4-stroke

SECTION 14C: COMPETITION RULES

14.6 ELIGIBILITY: GENERAL

14.6.0.1 No person may participate in any competition, other than an Australian Championship, unless and until that person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that competition.

14.6.0.2 No person may participate in an Australian Championship unless and until:

a) That person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that meeting, or

b) If stipulated in supplementary regulations, the person provides the Scrutineer with a signed checklist that the protective clothing/equipment and machine have been self-scrutineered.

14.6.0.3 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.

14.6.0.4 The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.

14.6.0.5 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.

14.6.1 Veterans

14.6.1.1 Riders must have turned 40 years before the start of the event.

14.7 ELIGIBILITY: JUNIORS

14.7.1 Junior Competition

14.7.1.1 Juniors only to compete in Junior competitions.

14.7.1.2 In Junior competition,

a) A rider's age on 1st January will determine their age for competition purposes for that year,

b) A rider may move to the next higher age class when they become eligible by reason of celebrating a birthday, but once the rider moves to that higher age class, they may not move back to the lower age class,

c) Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,

d) This GCR applies to all riders up to and including the age of 16 years.

14.7.1.3 Subject to GCR 14.7.1.1 and GCR 14.5.1.1, no person who:

a) Has attained the age of 16 years, or

b) Is unable to right their machine, or

c) When standing on the machine has less than 75mm clearance between the machine seat and the seat of their pants,

may compete in any Junior ATV competition.

Note: Raised footboards or footrests are allowed in 'Limited' Junior classes.

14.7.1.4 No applicant will be issued with their first competition licence if they are under the age of 7 years.

14.7.1.5 Unless otherwise permitted in writing by the Relevant Controlling Body, for any event there must be no greater age variation between competitors than 4 years.

14.7.1.6 In the 4 to under 9 years 50cc Non-competitive class, all riders are entitled to receive a prize or award of the same size/ value.

14.7.1.7 A Relevant Controlling Body may permit age group racing, graded racing, or a combination of both.

14.7.1.8 A Relevant Controlling Body may grade Junior competitors according to their respective skills.

14.7.2 Junior ATV Endorsements

14.7.2.1 Endorsements will be issued for:

- 50cc
- 90cc 2-stroke/125cc 4-stroke
- 200cc 2-stroke/250cc to 300cc 4-stroke

14.8 GENERAL RULES

14.8.1 Cameras

14.8.1.1 Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.

14.9 PROTECTIVE CLOTHING AND HELMETS

14.9.0.1 No competitor may practice, start or compete in any ATV related activity unless wearing the protective clothing and equipment as outlined in Appendix A: Protective Clothing and Equipment.

14.10 MACHINE AND RIDER IDENTIFICATION

14.10.0.1 Number plates, when required, must:

a) Display figures in contrasting Black on White colours with a minimum size of 125mm height and 20mm width of stroke,

b) Be mounted centrally at the front and rear of the machine.

14.10.0.2 Number plates are not necessary for racing where helmet colours are worn, such as in Speedway.

14.10.0.3 For all Motocross ATV competitions and any other event where the supplementary regulations specify, no competitor may compete unless wearing the machine identification number on their back in contrasting colours and with a minimum size of 125mm height and 20mm width of stroke.

14.11 RACE MEETING PROTOCOLS

14.11.1 Flags and Signals

14.11.1.1 The minimum dimensions of all flags must be 500mm x 500mm.

14.11.1.2 Track flags and signals as per Appendix B: Track Flags & Signals.

14.11.1.3 The National flag signifying the start of an event may be replaced by:

a) A light signal,

b) A starting tape,

c) A rubber band, or

d) A dropping gate.

14.11.2 Measurement at Meetings

14.11.2.1 A Steward of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the Relevant Controlling Body.

14.11.2.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

14.11.3 Measurement: All Australian and State Championship Events

14.11.3.1 The 1st, 2nd, 3rd and 4th placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, and the event result will be provisional,

a) At the conclusion of that period, if no protest is received, the result will be final,

b) If the machines are to be ridden in another event within that period, they must be sealed or marked before being returned to the competitor for that event,

c) If no protest is received within that period, the seals or markings may be removed,

14.11.3.2 Any machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the Relevant Controlling Body within 21 days after the event,

14.11.3.3 No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

14.11.4 Starts

14.11.4.1 Unless otherwise determined in the supplementary regulations, massed starts must be used.

14.11.4.2 The order and position of each competitor will be at the discretion of the Promoter and will be determined on the day of the event.

14.11.4.3 The starting grid for all Motocross and Dirt Track events will:

a) Have not less than 2 metre space for each ATV,

b) Be in a straight line,

c) Allow for no more than 20 competitors,

d) Split or staggered starts may be used for Motocross events under the approval of the Relevant Controlling Body.

14.11.4.4 The maximum number of starters must be specified in the supplementary regulations.

14.11.4.5 Unless otherwise determined in the supplementary regulations:

a) All competitors must be called to the start line at least 2 minutes before each start,

b) At the end of the 2 minutes, and when the starter is ready, the starter will hold up a 15 second sign for a full 15 seconds,

c) At the end of 15 seconds a 5 second sign will be displayed,

d) The gate will drop between 5 and 10 seconds after the 5 second sign is shown.

14.11.5 Finishes

14.11.5.1 The finish line must be:

a) Marked with a flexible post at each side of the track,

b) Clearly visible to the judge.

14.11.6 Scoring

14.11.6.1 All races will be scored using the scoring system below:

PLACE	POINTS	PLACE	POINTS	PLACE	POINTS
1	35	11	20	21	10
2	32	12	19	22	9
3	30	13	18	23	8
4	28	14	17	24	7
5	26	15	16	25	6
6	25	16	15	26	5
7	24	17	14	27	4
8	23	18	13	28	3
9	22	19	12	29	2
10	21	20	11	30	1

14.11.6.2 An alternative points scoring system may be approved for an MA series event.

14.11.6.3 If a tie on points occurs for any position in an event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the event will be awarded the position.

14.11.6.4 If a tie on points occurs for any position in a series, the tying competitor who has the greatest number of higher placings in the series will be awarded the position.

14.11.6.5 An entrant suffering a DNF will attract 21st place points (10pts) or last place points, which ever is lesser. If two DNF's occur in one race they will be awarded sequential 21st and 22nd place points, and so on, with the first DNF finishing with the lowest number of points.

14.11.7 Pro Class

14.11.7.1 Race duration for Championships is 15 minutes plus one lap.

14.11.7.2 Riders entering this class cannot enter any other race class at the same event.

14.11.7.3 Event promoters can only offer either Pro or Open (one class per event).

14.11.8 Open Class

14.11.8.1 Race duration for Championship is 12 minutes plus one lap.

14.11.8.2 Riders entering this class cannot enter any other race class at the same event.

14.11.8.3 Event promoters can only offer either Pro or Open (one class per event).

14.11.9 Intermediate

14.11.9.1 This is a skill-based class for experienced riders.

14.11.9.2 Race duration for Championship is 12 minutes plus one lap.

14.11.9.3 Event promoters cannot offer this class if offering an Open class at the same event.

14.11.10 Clubmen

14.11.10.1 This is a skill-based class.

14.11.10.2 Recommended race duration is 4 laps.

14.11.11 Womens

14.11.11.1 Race duration for Championships is 10 minutes plus one lap.

14.11.12 Production

14.11.12.1 Machines must remain OEM as available through Australian dealer network. Machines must satisfy GCR 14.14.1.1

14.11.12.2 Rider's choice of:

a) Tyres to same specified dimensions as OEM fitment,
b) Handle bar grip replacements to OEM style,
c) Lubricants and fluids,
d) Decals and sign writing,
e) Drive chain and gearing changes allowed,
f) Recommended race duration is 5 laps.

14.11.13 Veterans Class

14.11.13.1 Race duration for Championships either 4 laps or over 8 minutes in time.

14.11.14 Jumbos Class

14.11.14.1 90cc 2-stroke and 125cc 4-stroke.

14.11.14.2 Sub-classes:

a) Jumbo:
   i) Frame OEM;
   ii) Engine cases OEM or OEM-type (must be direct bolt-on in replacement, utilising standard engine mounts).
b) Outlaw:
   i) Sub-class not scored,
   ii) Change of engine type allowed,
   iii) Jumbo class engine capacity limit only.

14.11.14.3 Sub-classes may run together and may be scored separately if minimum of 3 riders in each class.

14.11.14.4 Recommended race duration is 3 laps.

14.11.15 Stadium Classes (Arena Cross)

14.11.15.1 Open engine capacities as per GCR 14.14.3.1 and 14.14.3.2

14.11.16 Dirt Track and Track Classes

14.11.16.1 Open engine capacity as per GCR 14.14.3.1 and 14.14.3.2

14.11.17 Sand Drag

14.11.17.1 Pro Class and Up to 930cc Class may be run and scored together. Class structure to be detailed in the supplementary regulations.

14.11.17.2 Outlaw (experimental) specifications:

a) Displacement not limited, but machine must be fitted with a motorcycle-based engine.
b) Nerf bars must be fitted to cover any exposed foot pegs. They should be able to catch the foot from hitting the ground if it slips forward or back, and surround the end of the foot peg to protect the racer from a potential puncture injury in the event of a roll over. A closed loop design with no open ended tubing must be used.

SECTION 14D: TECHNICAL REGULATIONS

14.12 SOUND EMISSIONS

14.12.0.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

14.13 FUEL

14.13.0.1 Fuel for all machines must be as per Appendix C: Sound Emissions & Fuel.

14.14 ENGINES

14.14.1 Reciprocating Engines

14.14.1.1 Formulae for Calculation of Capacities and Classes

$$\text{Cubic capacity} = \frac{(D^2 \times 3.1416 \times C \times N)}{4}$$

Where:
D = Bore in centimetres
C = Stroke in centimetres
N = Number of cylinders

14.14.2 Superchargers and Turbochargers

14.14.2.1 Superchargers and turbochargers must not be fitted to any ATV in any competition.

14.14.3 Engine Capacity and Tolerances

14.14.3.1 The maximum engine capacity for a 2-stroke engine ATV shall not exceed 550cc, and be no more than two cylinders.

14.14.3.2 The maximum capacity for a 4-stroke engine ATV shall not exceed 700cc for:

a) Stadium Classes,
b) Dirt Track,
c) Motocross,
d) Club Level Racing,

and be no more than two cylinders.

14.14.3.3 The maximum capacity for a 4-stroke engine ATV shall not exceed 930cc for:

a) Enduro/Cross Country,
b) Desert Classes,
c) Sand Drags Classes,

and be no more than two cylinders.

14.14.3.4 The actual engine capacity of a machine competing in a capacity class is not to exceed the prescribed capacity for that class by more than 5% with the exception of the 450cc 4-stroke class and the 350cc 2-stroke class where no engine displacement increase tolerance is allowed.

14.14.3.5 All 'Pro' classes are capacity limited to 450cc 4-stroke or 350cc 2-stroke with no oversizing tolerance.

14.14.3.6 Where in Junior competition, the words OEM standard or Limited are used, all ATVs must be OEM machines with no modifications. OEM type engine replacement is accepted (or other standard parts). Any engine or part must be a direct bolt-in replacement with identical engine mounting points and using standard OEM frame engine mounts.

14.14.3.7 Where 'Limited' is used in Junior competition, all machines must be built to have a maximum unrestricted speed of 48 km/h or less. All machines that comply with SVIA standard, category Y-10+ATV or Y-12+ATV meet this requirement. All ATVs must be standard ATVs built and strictly be in OEM specification as per GCR 14.14.3.6

14.14.3.8 Where 'Comp' is used in Junior competition, modifications are allowed. Eligible machines meeting the specified engine displacements of the class (with or without modifications) may include, OEM 'race ready' type machines through to Limited machines modified for competition use.

14.14.3.9 All Junior ATVs up to and including 90cc 2-stroke and 125cc 4-stroke Limited and Comp classes must retain OEM engine cases and frames, see GCR 14.14.3.6 for exceptions.

14.14.3.10 Junior 200cc 2-stroke and 250cc 4-stroke Comp classes may fit a 200cc 2-stroke or 250cc 4-stroke engine from an off-road motorcycle of the same manufacturer to a larger capacity chassis ATV. Only air-cooled Yamaha Raptor 250 and Honda TRX300 machines may increase standard engine displacement up to 300cc +5% tolerance.

14.15 FRAMES AND PARTS

14.15.1 General

14.15.0.1 The use of titanium in the construction of the frame, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

14.15.1.1 An ATV must have:

a) Four wheels,
b) A wheel at each corner of the machine,

c) The front wheels which are used for steering and the rear wheels for driving,
d) A maximum overall width including the rear tyres of 1300mm. The ATV must freely push through two vertical fixed objects (poles) spaced at 1300mm.
e) A seat for one person,
f) The rider straddling the seat,
g) A frame [Nerf Bar] between the front and rear wheels which must:
    i) Be of closed loop design,
    ii) Not extend beyond a point of the widest dimensions of the vehicle, measured with a straight edge touching the outside of the front and rear tyres,
    iii) Be constructed to prevent the rider's feet from going below the bars (material webbing is acceptable),
    iv) Be bolted or welded to the frame,
    v) Be close enough to the front and rear wheels to prevent locking together of competitors' machines,
    vi) Have no sharp, protruding tubing either open ended or capped,
    vii) Have heel guards which are compulsory on all ATV machines.
h) A self-closing throttle,
i) An engine cut-out switch, of lanyard type attached to the rider's body,
j) Effective brakes on all wheels,
k) Handlebars, rubber hand grips, handlebar levers and number plates,
l) No sharp or protruding extremities,
m) Glass, mirrors and headlights removed,
n) For MX, Speedway, Flat track, Track and Motard style racing, a front-mounted bumper bar which must comply with specifications listed in GCR 14.15.1.1 g), i), iv), vi) and clause l).

14.15.1.2 Mudguards which:
a) Must be fitted over the rear wheels,
b) May be fitted over the front wheels.

14.2 Tyres

14.15.2.1 Rear tyres may be prescribed in the supplementary regulations.



Jemma Merrylees



15 SPEEDWAY

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APPLICATION OF CHAPTER

The Rules set out in this chapter are for the discipline of Speedway.

SECTION 15A: AUSTRALIAN CHAMPIONSHIPS

15.1 CATEGORIES FOR SENIOR AUSTRALIAN SPEEDWAY CHAMPIONSHIPS

SENIOR SPEEDWAY
Solo Individual
Under 21
Sidecar
Pro ATV
Open ATV

15.2 CATEGORIES FOR JUNIOR AUSTRALIAN SPEEDWAY CHAMPIONSHIPS

AGE RANGE	CAPACITY/CLASS
9 to under 16 Individual	125cc Solo
9 to under 16 Teams	125cc Solo
13 to under 16 Individual	250cc Solo
11 to under 16 - Rider 9 to under 16 - Passenger	250cc Sidecar

15.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES

15.3.1 Individual Competitions

15.3.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each Championship solo class and 1st, 2nd and 3rd placed rider and passenger in the Championship sidecar class at all Australian Championship meetings.

15.3.2 All Competitions

15.3.2.1 At least the first 3 place getters in any Australian Championship event must be awarded a sash or similar permanent memento of the achievement by the Promoter, irrespective of MA awards.

15.3.2.2 Medallions and points will be awarded in Australian Speedway Championships where there are:

~~a) 10 or more starters for solo classes which actually participate in practice, qualifying or races,~~

~~b) 16 or more starters for all sidecar classes which actually participate in practice, qualifying or races.~~

- Senior & Under 21 Solo 16 starters
- Senior Sidecar 16 starters
- Junior 250cc Solo 13 starters
- Junior Sidecar 9 starters
- Junior 125cc Solo 16 starters
- Junior 125cc Solo Teams 14 starters

15.3.3 Duke of Edinburgh Trophies

15.3.3.1 The Duke of Edinburgh Trophies will be inscribed each year with the names of the winners of the highest capacity solo and sidecar Australian Championship for the Speedway.

15.3.3.2 The trophies will be held by MA.

SECTION 15B: COMPETITION CLASSES

15.4 JUNIOR COMPETITION CLASSES

AGE RANGE	CAPACITY/CLASS
4 to under 9	50cc Demo Class (Non-competitive)
7 to under 9	50cc Auto Class
7 to under 9	125cc single cylinder 4-stroke Solo
9 to under 16	125cc single cylinder 4-stroke Solo
13 to under 16	250cc Solo
14 to under 16	350cc Solo
11 to under 16	250cc 4-stroke Sidecar Rider
9 to under 16	250cc 4-stroke Sidecar Passenger

SECTION 15C: COMPETITION RULES

15.5 ELIGIBILITY: GENERAL

15.5.0.1 No person may participate in an Australian Championship unless and until:

a) That person's protective clothing/ equipment and machine have been examined and approved by the Scrutineer for that meeting, or

d) If stipulated in supplementary regulations, the person provides the Scrutineer with a signed checklist that the protective clothing/ equipment and machine have been self-scrutineered.

15.5.0.2 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.

15.5.0.3 The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.

15.5.0.4 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.

15.5.0.5 In the interpretation of any Rule relating to the design requirements for any machine or class of machines, reference may be made to relevant diagrams appearing in these Rules.

15.6 ELIGIBILITY: JUNIORS

15.6.1 Junior Competitions

15.6.1.1 Juniors only to compete in Junior competitions.

15.6.1.2 In Junior competition,

a) A rider's age on 1st January will determine their age for competition purposes for that year,

b) A rider may move to the next higher age class when they become eligible by reason of celebrating a birthday, but once the rider moves to that higher age class, they may not move back to the lower age class,

c) Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,

d) This GCR applies to all riders up to and including the age of 16 years.

15.6.1.3 No person who is unable to lift his or her machine unaided from the horizontal to the vertical may compete in any Junior competition.

15.6.1.4 Subject to GCR 15.6.1.2 a), a Junior who is under the age of 9 years may compete on a 50cc automatic machine despite being unable to lift the machine unaided from the horizontal to vertical.

15.6.1.5 No applicant will be issued with their first competition licence if they are under the age of 7 years.

15.6.1.6 Unless otherwise permitted in writing by the Relevant Controlling Body, for any event there must be no greater age variation between competitors than 4 years.

15.6.1.7 In the 4 to under 9 years 50cc Non-competitive class, all riders are entitled to receive a prize or award of the same size/ value.

15.6.1.8 Subject to the following two GCRs, a Relevant Controlling Body may permit age group racing, graded racing, or a combination of both.

15.6.1.9 Age group racing: Only competitors in the same age groups may compete against each other.

15.6.1.10 A Relevant Controlling Body may grade Junior competitors according to their respective skills.

15.6.2 Junior Speedway Endorsements

15.6.2.1 Junior endorsements, from an MA licenced coach, will be issued for:

- 50cc
- 125cc 4-stroke
- 250cc 4-stroke
- 350cc 4-stroke
- Speedway
- Sidecar Rider 250cc 4-stroke
- Sidecar Passenger 250cc 4-stroke

15.7 GENERAL RULES

15.7.1 Homologation

15.7.1.1 For any competition, MA may require that

any machine, or any part of a machine, including tyres, be homologated. For homologation details contact MA.

15.7.2 Cameras

15.7.2.1 Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer. Cameras cannot be attached to any part of the competitors body.

15.8 PROTECTIVE CLOTHING AND HELMETS

15.8.0.1 No competitor may practice, start or compete in any Speedway competition unless wearing the protective equipment and clothing as outlined in Appendix A: Protective Clothing and Equipment.

15.9 RIDER IDENTIFICATION

15.9.1 Helmet Colours

a) Speedway competitors must wear helmet colours as prescribed in the program for the competition, selected from the following table and subject to the following sub-Rules:

b) At all race meetings, competitors must wear racing numbers allocated by the Relevant Controlling Body as follows:

i) A number worn on a competitor's back which must:
- Measure 230mm x 230mm,
- For solo riders, be black, with a white background,
- For sidecar riders, be black with a yellow background,
- Have a maximum background area of 300mm^2.

ii) A number worn on a competitor's front must:
- Measure at least 100mm x 80mm,
- For solo riders, be black, with a white background,
- For sidecar riders, be black with a yellow background,
- Be worn on the left breast.

e) Not have advertising on clothing within 25mm of number backgrounds.

15.9.1.1 The helmet colour of each competitor must be clearly visible to the Referee, the Judge and the Timekeeper throughout each event.

15.9.1.2 A competitor who has a helmet of the specified colour for an event may wear the helmet in that event without a helmet cover.

RACE	RED	BLUE	WHITE	YELLOW	YELLOW & BLACK	GREEN	ORANGE	BLACK	BLACK & WHITE
Scratch 4 Riders	✓	✓	✓	✓	✓	X	X	X	X
Scratch 6 Riders	✓	✓	✓	✓	✓	✓	✓	X	X
Handicap	✓	✓	✓	✓	✓	✓	✓	✓	✓

NOTE: In table 15.9.1 ✓ means available, X means unavailable.

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15.10 RACE MEETING PROTOCOLS

15.10.0.1 Competitions may be individual events or team events.

15.10.1 Flags and Signals

15.10.1.1 The minimum dimension of flags must be 600mm x 600mm.

15.10.1.2 All control lights:

a) Must be visible to all competitors,

b) May only be operated by the Referee or the Referee's nominee.

15.10.1.3 In addition to, or in substitution for the flags and lights applicable to other disciplines the following signals apply:

a) Start - Green or National flag,

b) Race stoppage - Red flag,

c) Last lap - Yellow flag with black diagonal cross 50mm wide,

d) Exclusion- Black flag, light or disc, indicating competitor's number or helmet colour.

15.10.2 Change of Machines

15.10.2.1 Competitors must use the machine presented at scrutineering. The machines that go through machine examination must match frame and engine numbers used by the rider in said meeting.

15.10.2.2 Subject to the supplementary regulations, a competitor may compete on a machine other than that described in the competitor's entry application but,

a) Must inform a key official of any change, and

b) May not, in any heat or Final, use a machine on which another rider has qualified for the same heat or Final.

15.10.3 Identification of Machines

15.10.3.1 All machines must have the competitor's name displayed on the rear mudguard, seat or valance, in letters with a minimum height of 25mm.

15.10.3.2 All sidecars must have the competitor's race number on the side wing of the machine. The number must be a minimum 150mm high with a contrasting background.

15.10.4 Measurement at Meetings

15.10.4.1 A Referee of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the Relevant Controlling Body.

15.10.4.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

15.10.5 Measurements: All Australian and State Championship Events

15.10.5.1 All machines must have provision for the placement of sealing wire.

15.10.5.2 An entrant may request that the entrant's machine be measured and sealed before the event. As soon as practicable after receiving the request the measurer for the event must measure and seal the machine. Any machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the event.

15.10.5.3 The 1st, 2nd, 3rd and 4th placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, and the event result will be provisional,

a) At the conclusion of that period, if no protest is received, the result will be final,

b) If the machines are to be ridden in another event within that period, they must be sealed before being returned to the competitor for that event,

c) If no protest is received within that period, the seals may be removed.

15.10.5.4 Any machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the Relevant Controlling Body within 21 days after the event.

15.10.5.5 No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

15.10.6 Competitors

15.10.6.1 A competitor who has entered for a meeting may practice on a machine on the track before the commencement of the meeting where the competitor has:

a) Not ridden on the track previously,
b) Had an accident, which has damaged the machine so as to require major repairs to the frame.

15.10.6.2 The Referee must require all:

a) Newly licenced competitors, both Junior and Senior, moving to Senior 500cc competition, to be endorsed by a licenced MA coach; or
b) Competitors whose abilities are not known to the Referee, to submit to such test as the Referee considers proves that the competitor is able to perform safely in competition.

15.10.7 Radio Communication

15.10.7.1 Radio communications with riders is not allowed, and will be classed as outside assistance.

15.10.8 Juniors

15.10.8.1 Where a Junior track is situated on the infield of a Senior track, a Junior Speedway event may be conducted in conjunction with a Senior meeting.

15.10.8.2 Demonstrations, Coaching and Practice:

a) A Junior licence holder who has turned 15 years of age and in the opinion of an MA accredited coach is capable of handling a 500cc solo Speedway machine may give a demonstration during a break in the Senior program. Only one rider in this category is allowed on the track at a time,
b) A Junior licence holder who has turned 12 years of age and 9 months will be allowed to be coached/ practice on a 250cc solo Speedway machine. Only one rider in this category is allowed on the track at a time,
c) A Junior licence holder who has turned 13 years of age and 9 months will be allowed to be coached/ practice on a 350cc solo Speedway machine. Only one rider in this category is allowed on the track at a time.

15.10.8.3 Junior Sidecar competitors on Junior Sidecar machines are allowed to compete on Senior tracks to a maximum length of 450 metres. Rider and passenger must be aged 14 to 16 years of age. Riders must be assessed by an accredited coach prior to competition.

15.10.9 Late Arrival

15.10.9.1 The Referee may refuse permission to compete to a competitor who arrives at the venue for a meeting later than the arrival time prescribed in the supplementary regulations.

15.10.10 Sidecar Passenger

15.10.10.1 In the event that the nominated sidecar passenger is unable to continue during the meeting, they may be replaced providing the new passenger signs the relevant indemnity forms and is authorised by the Clerk of Course and Referee prior to taking part.

15.10.11 Starts

15.10.11.1 Competitors must be ready for the start when called upon to do so by the relevant official.

a) The Referee will sound a 2 minute warning signal and illuminate the amber flashing light (if available) in the pit area,
b) At the order of the Clerk of Course, competitors must leave the pit area together and proceed by the shortest practical route to the starting tapes and there stop under the control of the starting Marshal,
c) Any competitor not ready to start at the expiration of 2 minutes after the signal may be excluded from the race,
d) A competitor so excluded may be replaced by a reserve,
e) Unless otherwise directed by the Referee, the time between the finish of one race and the start of the next will not exceed 5 minutes,
f) In non-Championship events, if a rider is excluded for the 2 minute rule, or a tape touching offence, they may start the re-run from 15 metres back, and move to gate position 4. All other riders will move to the inside positions. In the event of 2 riders having been excluded, they will both

move 15 metres back and start from positions 3 and 4,

g) For riders not ready to start at the expiration of the 2 minutes (after warning signal has been sounded), riders have 30 seconds to move to the 15 metre line for the race start.

h) For touching the tape, the Referee will decide the time allowed for the race re-start.

15.10.11.2 Competitors who are members of the same team or pair may exchange their starting positions.

15.10.11.3 Standing starts, controlled by the Referee, are to be used.

15.10.11.4 For other than handicap starts:

a) Competitors must form up in the prescribed order behind the tapes,

b) Once all competitors are correctly positioned and stationary, a green light or flag is shown,

c) The starting Marshal then leaves the area of the tapes,

d) After a pause of not less than 2 seconds, the Referee then releases the gate to start the race,

e) The first competitor whose machine touches one or more of the tapes during the pause before the gate is raised will be excluded and the event will be re-started; except in the case of non-Championship events where the Referee may allow the rider to start the re-run from gate 4, and 15 metres back.

15.10.11.5 For handicap starts in Speedway:

a) Competitors must form up at their handicap marks on indication by red light or red flag,

b) Once all competitors are correctly positioned and stationary, the red light is extinguished or flag withdrawn to indicate that a start is imminent,

c) After a pause, the Referee then shows a green light or flag to start the race,

d) The first competitor whose machine crosses the applicable starting line in the pause before the green light or flag is shown will be excluded and the event will be re-started; except in the case of non-Championship events where the Referee may allow the rider to start the re-run from gate 4, and 15 metres back,

e) A machine is deemed to have crossed the starting line when its rear wheel axle passes over the line.

15.10.11.6 A race may be re-started if, in the opinion of the Referee:

a) Any aspect of the start is unfair or incorrect,

b) The actions of any competitor have given that competitor an unfair advantage over another.

15.10.11.7 A competitor may not receive outside assistance after the showing of the green light or flag, or, in handicap events, the red light or flag.

15.10.11.8 A competitor excluded under the preceding Rule in:

a) Individual contests; may be replaced by a reserve,

b) Teams contests; may be replaced by a track reserve,

c) Test and teams matches; may be replaced by a team reserve,

And must leave the track without delay to return to the pit.

15.10.12 Leaving the Course

15.10.12.1 A rider whose machine crosses the inner edge of the track with 2 wheels must be excluded unless, in the opinion of the Referee, the action was taken in the interest of safety of other riders or the rider was forced off course by another rider.

15.10.12.2 When tracks do not have an outer fence and are marked by other means, a competitor will be excluded if one wheel crosses the outer marker.

15.10.12.3 A rider who returns to the track and continues to race when not entitled to shall be excluded.

15.10.13 Retirements

15.10.13.1 A competitor who, in the opinion of the Referee:

a) Has not completed the race distance within 3 minutes of the start,

b) Has not started the last lap before the winner has crossed the finish line;

will be deemed to have retired from the race.

15.10.13.2 If the chequered flag has not been shown after the race distance has been completed by the leading competitor, it will be deemed to have been shown and that competitor will be declared the winner.

15.10.14 Stopping Events

15.10.14.1 Where an incident causes an event to be stopped, the Referee may declare the event complete if at least 75% of the event distance or time, whichever is the less, has been run.

15.10.14.2 The results so declared will be based on the placings at the finish line of the last full lap completed before the incident but will exclude those competitors who:

a) Caused the incident, or

b) Having been involved in the incident, could not continue in the event.

15.10.15 Reserves

15.10.15.1 The Referee may direct a reserve to replace a competitor who has failed to start in an event.

15.10.15.2 Reserves will be used in rotation.

15.10.15.3 A reserve is not entitled to any points towards any subsequent race but must be paid any prize monies to which the reserve would have been entitled if the reserve had been an original competitor.

15.10.15.4 A reserve who replaces an excluded competitor in pairs or team races may use:

a) The reserve's original start position,

b) The competitor's original start position.

15.10.16 Re-Runs

15.10.15.1 When a chequered flag is displayed before the race distance has been completed by the leading competitor, the Referee must order a re-run.

15.10.15.2 In a re-run:

a) Competitors must start from their original starting positions, and

b) Reserves must occupy the position of the replaced competitors.

15.10.15.3 Any competitor who has failed to start in or been excluded from any race may not compete in the re-run.

15.10.15.4 Any competitor who has retired from any race may not compete in the re-run unless, in the opinion of the Referee, the competitor retired in the interests of safety or after being fouled.

15.10.17 Scoring

15.10.17.1 In every heat, unless otherwise prescribed by the supplementary regulations:

a) The winner receives 3 points,

b) The 2nd receives 2 points,

c) The 3rd receives one point,

d) The 4th receives zero points,

e) Zero for last place is better than M,R,F,T,E and N where:

O = For last place,

M = Excluded for 2 minute rule,

R = Retired from the race,

F = Fall but not excluded,

T = Excluded for false start,

E = Excluded,

N = No start.

15.10.17.2 In individual events, ties will be resolved by a run-off between the tied competitors.

15.10.17.3 Alternatively, in individual events ties may be resolved as follows:

a) Precedence will be given to the riders (tied on points) having the most 1st, 2nd, 3rd, 4th placings (a 'O' for last place is better than being disqualified);

b) If the tie still persists and involves only 2 riders, precedence will be given to the better placed rider in the heat or heats where the 2 riders met;

c) If the tie still persists and involves more than 2 riders, it shall be checked whether there is a possibility to determine a proper precedence (e.g. 3 riders tied on points: A, B, C: rider A has beaten rider B, rider A has beaten rider C, rider B has beaten rider C. Precedence will be best position for rider A, then rider B and rider C respectively);

d) If solutions a), b), and c) cannot

resolve the tie, then a run-off will take place.

15.10.17.4 In team events, ties will be resolved by a run-off with one competitor from each team.

15.10.17.5 All competitors taking part in a run-off in the event of tied scores must be paid prize money for the run-off.

15.10.18 Dead Heats

15.10.18.1 In the event of a dead heat between 2 or more competitors, the combined points will be shared between the tied competitors.

15.10.19 Pit Control

15.10.19.1 No persons may be or remain in the pits during a meeting other than:

a) Competitors,

b) Competitors' mechanics,

c) Police, fire or medical staff,

d) Officials,

e) Others authorised by the Clerk of Course.

15.10.19.2 The pits will be under the control of the Clerk of Course who will be assisted by a Pit Marshal:

a) The Pit Marshal may report to the Clerk of Course any person who breaches any rule or disobeys any instruction given by the Clerk of Course or Pit Marshal,

b) The Pit Marshal may report to the Clerk of Course any person as to that person's mode of dress or behaviour,

c) The Clerk of Course may eject any person who, in their opinion is behaving in an unsafe or unsatisfactory manner.

15.10.19.3 Mechanics must not enter the racing area unless authorised to do so by the Clerk of Course for the purposes of:

a) Push starting the competitor's machine,

b) Attending to the accident damaged machine of the relevant competitor.

15.10.19.4 A mechanic may not attend any riders' briefing without the permission of the Referee.

15.10.19.5 It is recommended that mechanics be dressed in pit uniform for a specific rider, team, factory team, or dress in clean overalls. A promoter may specify pit attire.

15.10.20 Payments

15.10.20.1 Prize monies and travelling expenses must be prescribed in the supplementary regulations.

~~15.10.20.2 All travelling monies must be paid in cash unless the competitor otherwise agrees.~~

15.10.20.3 A competitor will be deemed to have qualified for starting money if, after receiving the starting signal, the competitor moves forward under power from the starting position.

15.10.20.4 In races other than handicaps, a competitor who defeats a competitor of a higher grade is entitled to prize monies at the level of the defeated rider.

15.10.21 Referee

15.10.21.1 In Speedway, the functions and authority of Steward and Clerk of Course, as described in Chapter 2 will be exercised.

15.10.21.2 The Clerk of Course shall be responsible to the Referee:

a) For the conduct of the meeting and its administration in accordance with these regulations and the official program,

b) To put into effect all instructions given by the Referee received verbally or in writing, directly or by any other means,

c) Ensure that all the necessary officials, riders and spectators are informed without delay of the Referee's decision,

d) To prevent any person from communicating directly with the Referee, including communicating by telephone, during the meeting without the Referee's permission,

e) Must ensure that protests are in order and accompanied by the appropriate fees before passing them to the Referee,

f) The Clerk of Course may fine or reprimand a competitor, mechanic or official in the pit area. The Clerk of Course must notify the Referee of any penalties handed out during the meeting.

15.11 RACE MEETING PROTOCOLS: AUSTRALIAN SPEEDWAY CHAMPIONSHIP

15.11.1 Applications to Conduct

15.11.1.1 Applications for the conduct of Australian Championships must be received by MA by February 1st in the preceding year.

15.11.1.2 The permit fees for Australian Speedway Championship events be set and released by November 30th of the previous year.

15.11.2 Dates for Conduct

15.11.2.1 Unless otherwise determined by the Speedway Commission (hereafter referred to as the 'Commission'), the Australian 500cc Solo Championships must be run in January or February of each year and the Australian Sidecar Championships to be run on a date at the discretion of Promoter and Commission.

15.11.3 Selection Committee

15.11.3.1 The selection Committee will be the Commission which must:

a) Forward the competitor and reserve selections to MA,

b) Allow MA will notify the competitors and the Promoter of the selections.

15.11.4 Selection and Qualification

15.11.4.1 To qualify for selection for an Australian Championship event, a competitor must apply in writing no less than 30 days prior to the event, and:

a) Be the current Australian Champion, a Top 4 rider in the previous Australian Championships, or a ~~current~~ GP rider within the last two years, or

b) Be the best performing competitor in the State Championship of the State which issued the competitors' licence, held a minimum of 30 days prior to the Australian Championship.

c) Competitors who are not Australian residents may nominate to compete in the Australian Speedway Championship, and will be considered by the Speedway Commission for inclusion.

15.11.4.2 Any State unable to conduct a Championship of 12 entries or more prior to the close of entries in the supplementary regulations for an Australian Championship may nominate one competitor for the Speedway Commission's approval to represent that State. The nominated competitor may be the competitor selected in the Australian Championship. If the State Championship is held between the close of entries in the supplementary regulations and the relevant Australian Championship the State title holder may not be eligible for selection.

15.11.4.3 The team for a State will be selected by that State's Speedway sub-Committee.

15.11.4.4 The selected competitors must notify the Promoter of their acceptance of the conditions and the anticipated time of arrival at the track concerned.

15.11.5 Alternate Qualification

15.11.5.1 A Promoter may run qualifying and, if so:

a) The Promoter must obtain the permission of MA,

b) The Australian Champion automatically qualifies for the Australian Championship meeting,

c) Current State Champions are automatically seeded into qualifying meeting in the event they are overlooked for a direct transfer into the Championship,

d) After nominations have closed the Promoter and the Commission will decide on a race format (to be put to the Board for its consideration),

e) If more competitors have nominated for the meeting than positions are available, the Commission may select to compete those competitors it considers appropriate based on merit.

15.11.6 Practice

15.11.6.1 Practice must be conducted for all Australian Championships.

15.11.6.2 Practice times and format must be stipulated in the supplementary regulations for each Championship.

15.11.7 Examination Before an Event

15.11.7.1 Before an event, the Promoter must set a time and place, giving reasonable notice to every competitor, for:

a) Identification and examination of licences,
b) Examination of motorcycles,
c) Sound testing,
d) Checking of helmets and protective clothing, and
e) Such other examinations as are necessary.

15.11.7.2 The Referee may forbid:

a) Any competitor who does not comply with the Rules mentioned above, or
b) Any competitor who can be a danger to other participants or to spectators,

from participating in any practice or event at the meeting.

15.11.8 Carburettor Examination

15.11.8.1 All solo machine carburettors must be checked and measured before the meeting.

15.11.8.2 During the meeting carburettors may be measured.

15.11.9 Twenty Two Race Format

15.11.9.1 There will be 20 heats and an A & B Final.

15.11.9.2 The 3 competitors who accumulate the most points during the course of the heats will compete in the A Final.

15.11.9.3 There will be a B Final made up of the riders who finish 4th to 7th. The winner of the B Final will go to the A Final.

15.11.9.4 Starting positions will be offered to the riders in descending order of points accumulated in the heats. In the case of riders for the Final being tied on points, gate choice will be determined by count back, where 0 is better than M,R,F,T,E and N where:

M = Excluded for 2 minute rule,

R = Retired from the race,

F = Fall but not excluded,

T = Excluded for false start,

E = Excluded,

N = No start.

15.11.9.5 In case of riders being tied on points for the A & B Final, all Final places will be determined by count back.

15.11.9.6 There must be 16 competitors with the heat format according to the following table:



Davey Watt - Australian Speedway Championship class

HEAT NUMBER	HELMET COLOUR			
	Red (Inside)	Blue	White	Yellow/Black (Outside)
Competitors Starting Numbers				
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
Interval				
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

15.11.10 Twelve Race Format

15.11.10.1 As an alternative to the preceding GCR there may be a 12 race format of 3 laps, with 18 competitors plus reserves, according to the following table:

HEAT NUMBER	HELMET COLOUR					
	Red (Inside)	Blue	White	Yellow/Black	Green	White/Black (Outside)
Competitors Starting Numbers						
1	1	2	3	4	5	6
2	7	8	9	10	11	12
3	13	14	15	16	17	18
4	3	17	1	15	8	10
5	16	12	5	2	9	13
6	4	6	11	18	14	7
7	18	15	7	12	2	1
8	5	10	17	11	16	4
9	14	9	13	6	3	8

15.11.10.2 The Twelve Race format must be used where the track is over 450 metres in length and is licenced for 6 competitors.

15.11.10.3 In races 10 and 11, the highest 12 point scorers in heats 1 to 9 must participate as follows:

a) Race 10: Competitors finishing in 1st, 4th, 5th, 8th, 9th & 12th places,

b) Race 11: Competitors finishing in 2nd, 3rd, 6th, 7th, 10th & 11th places,

c) Final: The highest 6 point scorers.

15.11.10.4 Any vacancies for races 10 and 11 must be filled from those competitors who were placed 13th or lower after heats 1 to 9 in descending order of point scores.

15.11.10.5 Any vacancies for the Final must be filled from those competitors who were placed 7th or lower after races 10 and 11 in descending order of point scores.

15.11.10.6 Starting positions for races 10 and 11 must be balloted in the presence of the Referee or Clerk of Course.

Thinking about Rule changes?

If you believe a rule should be changed or a new rule added, you can have your say by working through your Club to propose amendments and/or additions.

Proposals for changes can be sent to your SCB or direct to MA. The details are at the front of this book.

The most successful applications are when the proposer includes the new wording for an existing rule, where a new rule should sit in the structure of this book, and must include a rationale on why the rule should be changed or added.

15.11.10.7 Starting positions for the Final will be offered to the 6 competitors in descending order of points accumulated in the heats. In the case of competitors for the Final being tied on points, gate choice will be determined by countback.

15.11.10.8 In the case of competitors being tied on points at the conclusion of heats:

a) Finalists will be determined by run-off,

b) Other places will be determined by countback.

15.11.10.9 The finishing order of each competitor in the Final will determine Championship placings. After completion of the series if any of the 4 point scorers are tied the respective positions shall be decided by a run-off.

15.11.11 Thirteen Rider Format

HEAT NUMBER	HELMET COLOUR			
	R	B	W	Y
1	1	2	4	10
2	2	3	5	11
3	3	4	6	12
4	4	5	7	13
5	5	6	8	1
6	6	7	9	2
7	7	8	10	3
8	8	9	11	4
9	9	10	12	5
10	0	11	13	6
11	11	12	1	7
12	12	13	2	8
13	13	1	3	9

15.11.12 Prize Money

15.11.12.1 Prize money for reserve riders will be determined by the Promoter and the selection committee and the amount will be included in the supplementary regulations.

15.11.12.2 Prize money will be included in the supplementary regulations.

15.12 RACE MEETING PROTOCOLS: AUSTRALIAN TEAM CHAMPIONSHIP

15.12.1 Qualifying

15.12.1.1 Teams Championships will consist of qualifying rounds run in each State and one Final.

15.12.1.2 7 teams will take part in each meeting.

15.12.1.3 One team from each State will qualify. Should a State not have qualified competitors, or decide not to nominate a team, the extra team required will be selected by the Commission based on performance during any qualifying rounds.

15.12.1.4 The Commission must send the names of the 7 qualifying teams to the Promoter of the event as well as the Relevant Controlling Body.

15.12.1.5 For Championship qualifying rounds the State Controlling Body holding qualifying must, within 48 hours after the meeting, send the results to MA and to the State Controlling Body organising the Final.

15.12.2 Twenty-One Heat Format: Teams

HEAT NUMBER	HELMET COLOURS			
	Red (Inside)	White	Blue	Yellow/Black (Outside)
Competitors Starting Numbers				
1	1	3	2	4
2	5	7	6	8
3	9	11	10	12
4	13	1	14	2
5	3	5	4	6
6	7	9	8	10
7	13	11	14	12
8	1	5	2	6
9	7	3	8	4
10	9	13	10	14
11	11	1	12	2
Interval				
12	3	9	4	10
13	5	11	6	12
14	13	7	14	8
15	1	9	2	10
16	11	3	12	4
17	5	13	6	14
18	7	1	8	2
19	3	13	4	14
20	9	5	10	6
21	11	7	12	8

15.12.2.1 This format allows members of the same team to change positions at the starting gate.

15.12.3 Heat Format: Teams

15.12.3.1 There must be 14 heats with 3 teams per heat according to the following table:

HEAT	HELMET COLOURS					
	Red	Blue	White	Yellow	Green	Black &White
	Competitors Starting Numbers					
1	1	10	7	2	9	8
2	3	6	1	4	5	2
3	9	14	3	10	13	4
4	5	12	9	6	11	10
5	13	8	5	14	7	6
6	7	4	11	8	3	12
7	11	2	13	12	1	14
	Interval					
8	10	1	2	7	8	9
9	6	3	4	1	2	5
10	14	9	10	3	4	13
11	12	5	6	9	10	11
12	8	13	14	5	6	7
13	4	7	8	11	12	3
14	2	11	12	13	14	1

15.12.3.2 The above format must be used where the track is over 400 metres in length and is licenced for more than 4 competitors.

15.12.3.3 Heats must be as follows:

a) There must be 7 teams with each team having 6 heats and each team meeting all other teams twice,

b) Between each heat there must be either another event or a 4 minute break,

c) Competitors cannot change gate position in this format.

15.12.4 Ties

15.12.4.1 A tie for 1st, 2nd or 3rd places will be resolved by one heat with one rider from each tied team taking part.

15.12.5 Finals

15.12.5.1 If one or both competitors of a team who qualify for the Final cannot participate they may be replaced by competitors nominated by the selection committee.

15.12.5.2 If a qualified team is not present, its place in the Final will be taken by the team which has scored the next highest number of points in the previous meeting.

15.12.5.3 Inability to take part in the Final must be notified to the Relevant Controlling Body as soon as possible.

15.12.5.4 When competitors of the same team finish 1st, and 2nd or 2nd and 3rd in a heat, the competitor finishing 2nd or 3rd respectively will be awarded a bonus point, entitling that competitor to remuneration, but the point will not be counted towards the heat or in the Finals.

15.13 RACE MEETING PROTOCOLS: TEST MATCHES

15.13.1 Definition

15.13.1.1 A test match is an International event between 2 or more countries appointed by their respective FMNs.

15.13.2 Format

15.13.2.1 There must be 18 heats in a format according to the following table:

HEAT NUMBER	HOME TEAM			
	Red	Blue	White	Yellow & Black
1	1	2	1	2
2	3	4	3	4
3	5	6	5	6
4	3	4	1	2
5	5	6	3	4
6	1	2	5	6
7	5	6	1	2
8	1	2	3	4
9	3	4	5	6
Interval				
10	1	2	1	2
11	3	4	3	4
12	5	6	5	6
13	3	4	1	2
14	5	6	3	4
15	1	2	5	6
16	5	6	1	2
17	1	2	3	4
18	3	4	5	6
Competitor Numbers 7 & 8 or Number 7 of each team are the reserves.				

15.13.3 Bonus Points

15.13.3.1 Bonus points are allotted for prize money only with an additional bonus point for a competitor who finishes 2nd or 3rd immediately behind their team mate.

15.13.4 Starting Positions

15.13.4.1 The captains of each team will toss for starting positions in the first heat, the choice being positions 1 and 3 or positions 2 and 4, counting from the inside of the track.

15.13.4.2 The team that selects positions 1 and 3 in the first heat must take positions 2 and 4 in the second heat, and so on alternately throughout the meeting.

15.13.4.3 The relative positions of the 2 competitors of each team in each heat may be changed.

15.13.5 Reserves

15.13.5.1 A competitor who has been unable to commence or complete an event due to an accident, and who has not been excluded, may be replaced by a reserve. The event will be deemed to be a new event with the reserve as a competitor.

15.13.5.2 A reserve may not ride in more than 6 events.

15.13.5.3 Only one reserve may participate in each event.

15.14 WORLD CHAMPIONSHIP SELECTION

15.14.1 Open Solo

15.14.1.1 The placings from the Australian Speedway Championships will dictate the following:

a) The highest placed Australian rider who has not already achieved World Championship qualification for the following year will be qualifier 1,

b) The next highest will be qualifier 2,

c) The riders who will occupy the 3rd and any additional positions (where applicable) will be chosen by the MA Speedway Commission in conjunction with MA,

d) Should a rider who qualifies choose to forfeit his or her right to participate in the subsequent rounds, again the Commission in conjunction with MA, will choose the replacement rider/s.

15.14.2 Under 21 Solo and Sidecar

15.14.2.1 The placings from the Australian Speedway Championship will dictate the following:

a) The highest placed Australian rider will be qualifier 1,

b) The next highest will be qualifier 2,

c) The riders who will occupy the 3rd and any additional positions (where applicable) will be chosen by the MA Speedway Commission in conjunction with MA,

d) Should a rider who qualifies choose to forfeit his or her right to participate in the subsequent rounds the Commission in conjunction with MA, will choose the replacement rider/s.

15.14.3 World Cup

15.14.3.1 To be eligible for selection in the World Cup Teams, both Senior & Junior, riders must participate in the Australian Senior Solo or the Under 21 Championships for that year. In addition Team selection will be based on current form, previous achievements, suitability to the venue and willingness to represent Australia.
Note: Australian GP riders are exempt from this requirement.

15.14.4 FIM Gold Trophy Selection: Under 16 Solo.

15.14.4.1 The placings from the Australian Championship will dictate the following:

a) The highest placed Australian rider will be qualifier 1,

b) The next highest will be qualifier 2,

c) The riders who will occupy the 3rd and any additional positions (where applicable) will be chosen by the MA Speedway Commission in conjunction with MA,

d) Should a rider who qualifies choose to forfeit his or her right to participate in the subsequent event the Commission in conjunction with MA, will choose the replacement rider/s.

15.14.5 Inability to Compete (Applies to Open, Under 21 and Gold Trophy Events)

15.14.5.1 Riders who are unable to compete in the National Championship due to exceptional circumstances, but have previously shown strong support for Australian Speedway may be considered for selection. This avenue is only open where the rider in question has informed MA in writing prior to the event, stating the reasons for non-participation.

15.14.6 Australian Speedway Manager

15.14.6.1 The Australian Speedway Team Manager is to be selected by the MA Speedway Commission in consultation with the MA Board. The appointment will be reviewed annually and advertised in Australia and the United Kingdom.

SECTION 15D: TECHNICAL REGULATIONS

15.15 SOUND EMISSIONS

15.15.0.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

15.16 FUEL

15.15.0.1 Fuel for all machines must be as per Appendix C: Sound Emissions & Fuel.

15.17 ENGINES

15.17.1 Reciprocating Engines

15.17.1.1 Formulae for calculation of capacities and classes

$$\text{Cubic capacity} = \frac{D^2 \times 3.1416 \times C \times N}{4}$$

Where:
D = Bore in centimetres
C = Stroke in centimetres
N = Number of cylinders

15.17.2 Engine Capacity Tolerances

15.17.2.1 Unless otherwise specified in the following table, the actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%:

CLASS	PERMITTED EXCESS
Sidecar - Senior 1045cc	Nil
Sidecar - Junior 250cc	+1mm of Bore Diameter
Solo - Senior 500c	Nil
Solo - Junior 50cc	Nil
Solo - Junior & Senior 250cc/350cc	Nil
Solo - Junior 125cc	+1mm of Bore Diameter
Record Attempts	Nil

15.17.3 250/350/500cc Solo Engines

15.17.3.1 Engine capacity must not exceed 250cc, 350cc, or 500cc.

15.17.3.2 Engines must be:

a) Single cylinder,
b) 4-stroke,
c) Four valves maximum,
d) Fitted with one carburettor of 34mm +/- 0.1mm diameter, and
e) One spark plug.

15.17.3.3 Two-valve engines may use a carburettor of 36mm +/- 0.1mm diameter.

15.17.3.4 The carburettor measurements must:

a) Remain constant over a distance of no less than 25mm on the engine side and 5mm on the air intake side,
b) Be taken from the edges of the throttle valve or throttle butterfly.

15.17.3.5 The fuel output section of the carburettor must be of circular shape.

15.17.3.6 Direct injection must comply with the above carburettor sizes.

15.17.3.7 Supercharging and turbocharging are not permitted.

15.17.4 Sidecar Engines

15.17.4.1 An event may be restricted to machines of a capacity of no more than 500cc, which will be known as a 500cc class event.

15.17.4.2 For a machine competing in a 500cc class event, the engine must comply as follows:

a) Where electronic fuel injection is installed it must be of a standard production type,
b) The engine may not be turbocharged or supercharged.

15.17.4.3 For a machine competing in any event other than a 500cc class event, the engine must comply as follows:

a) The engine capacity must not exceed 1045cc,
b) Supercharged and turbocharged engines must not exceed 500cc,
c) On liquid cooled engines an overflow pipe must be used to direct any overflow of coolant away from the rider and passenger,
d) Titanium may be used if fitted as OEM.

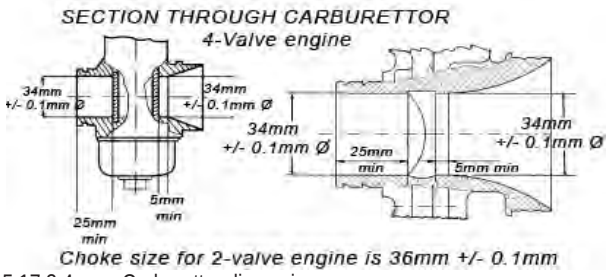


Figure 15.17.3.4 Carburettor dimensions

15.18 FRAMES AND PARTS

15.18.1 General

15.18.1.1 ~~Titanium: The use of Titanium is not permitted in the construction of the frame, the front forks, the handlebars, the swingarms or the wheel axles of any machine.~~

15.18.1.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

15.18.1.2 Handlebars must:

a) Be fitted to the unsprung part of the front suspension,

b) Be securely plugged so as to present a flush or rounded end,

c) Have a width of not more than 900mm nor less than 700mm, and

d) Have handlebar grips attached to the ends with a maximum length of 150mm.

15.18.1.3 Clutch levers must:

a) Have ball ends with a minimum diameter of 19mm,

b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

15.18.1.4 Throttle controls and mechanical carburettor linkages must:

a) Be self-closing,

b) Be enclosed so as to prevent jamming.

15.18.1.5 There must be a kill switch which must:

a) Cut out the ignition,

b) Operate on the primary circuit,

c) Be fitted with a lanyard which must:

i) Have a total extended length not exceeding 500mm,

ii) Be attached around the rider's right wrist when the machine is in motion,

iii) Not be secured to the handlebar unless by a readily torn material.

15.18.1.6 Stops or other devices must be fitted to ensure a minimum clearance of 30mm between the handlebars and any other part of the machine when on full lock.

15.18.1.7 Steering must be:

a) Direct,

b) Through the front wheel,

c) By a classic telescopic fork, leading link, earles, or girder type.

15.18.1.8 Light alloys may not be used for wheel axles.

15.18.1.9 The front wheel must be fitted with a knockout spindle or an approved clamp to fasten on the fork tips.

15.18.1.10 Brakes may not be fitted.

15.18.1.11 For any cast or welded wheel, the gaps between the spokes must be filled in.

15.18.1.12 Machines need not carry number plates.

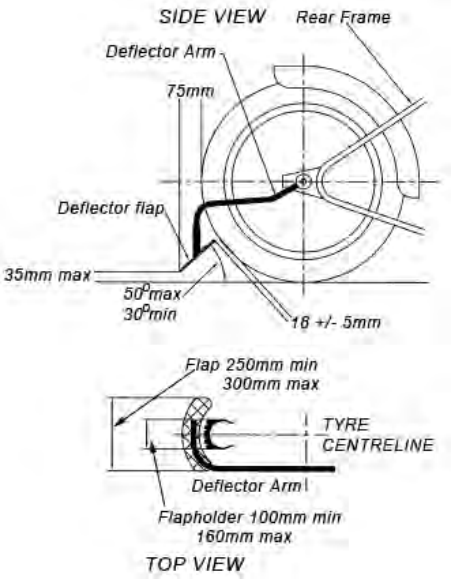


Figure 15.18.1.13 Dirt Deflector

15.18.1.13 FIM homolgated Dirt deflectors must be fitted to all solo Speedway machines with the exceptions of 125cc Junior machines, and 500cc upright engined machines when used in Classic Speedway events.

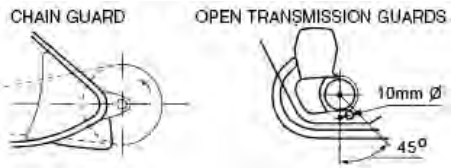


Figure 15.18.1.14 Chain Guard

15.18.1.14 Primary chain guard protection must be provided by:

a) Fully enclosing the chain with a steel guard, or

b) If a plastic, fibreglass or part open chain guard is used, a steel bolt of not less than 10mm minimum diameter, placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must be replaced.

15.18.1.15 Mechanical carburettor linkages must be:

a) Enclosed by a suitable material, or

b) Fully enclosed by a box.

15.18.2 Streamlining

15.18.2.1 All streamlining fitted to motorcycles or sidecars must be free of any sharp edges on exposed extremities.

15.18.2.2 For fibreglass construction, edges must be rounded to their own thickness but need not be wired.

15.18.3 Fuel Tanks

15.18.3.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

SECTION 15E: TECHNICAL REGULATIONS: SOLO CLASSES

15.19 ALL CLASSES

15.19.1 General

15.19.1.1 Rear chain guards must:

a) Be fitted to the back end of the rear assembly of machines,

b) Provide protection where the rear chain enters onto the rear wheel sprocket,

c) Ensure rear wheel adjusters are totally enclosed with a rounded or closed end so that no thread is exposed.

15.19.1.2 The minimum weight, without fuel, is 77kg

15.19.1.3 Rear suspension is prohibited.

15.19.1.4 A single gear only is permitted.

15.19.2 Exhaust Systems

15.19.2.1 Exhaust systems must not extend beyond the outer circumference of the rear wheel rim and tyre.

15.19.2.2 The gap between the silencers and the tyre must not exceed 60mm.

15.19.2.3 Exhaust gases must be discharged from the system horizontally and parallel to the centre line of the machine.

15.19.2.4 Only FIM homologated exhausts with heat shield fitted to be used.

15.19.2.5 The exhaust pipe must be fixed to the cylinder head and frame with a minimum of 3 clips, one of which must be attached to the cylinder head.

15.19.2.6 The silencer must be attached to the frame with at least one clip. A second moveable coupling must be fitted from the first third of the silencer to the frame with steel cable of at least 3mm or strong steel spring.

15.19.2.7 The diameter of the exhaust pipe must not exceed 50mm or an equivalent area and must remain constant up to the silencer.

15.19.2.8 The outlet area of the silencer must remain constant over a length of 50mm, must not exceed 45mm, or an equivalent area, and must not be perforated.

15.19.2.9 The outside shell of the silencer must form one unit. The end of the pipe must be cut at right angles.

15.19.2.10 Where turbo or similar types of approved silencers are fitted:

a) The silencer must be mounted in a position to discharge the exhaust fumes at a minimum deflection of 15° from the centre line of the machine and a maximum of 30° to the ground,

b) The silencer must not be altered in shape or modified in any way, other than a welded transition section to allow clamping to the exhaust pipe,

c) The maximum internal outlet diameter must be 47mm and must remain as manufactured.

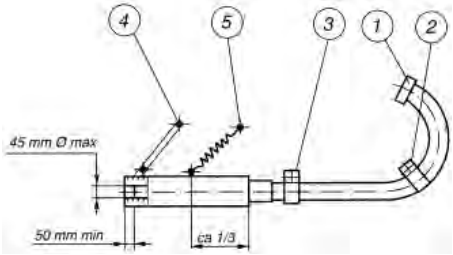
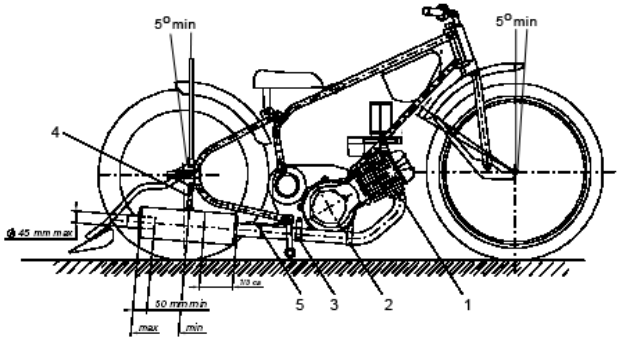
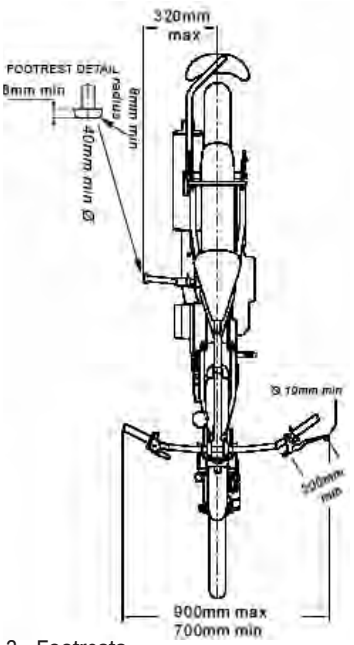


Figure 15.19.2 250/350/500cc Solo Exhaust

Figure 15.19 Solo Speedway machine: Side and Top view





15.19.3 Footrests

15.19.3.1 Footrests:

a) Must be on the right hand side of the machine and must not exceed 320mm in length measured from the centre line of the motorcycle,

b) Must have metal protection at the end of at least 8mm radius,

c) May be folding and, if so, must be fitted with a device which automatically returns them to the normal position.

15.19.4 Tyres

15.19.4.1 Rear tyre requirements are as follows:

a) Subsequent modification of tyres is not permitted,

b) The overall width must not exceed 100mm,

c) The tyre must be mounted and inflated to 14psi at Scrutineering,

d) The tread depth must not exceed 8mm measured at right angles to the face of the tread,

e) All blocks in the same circumference must be of the same depth,

f) The space between the blocks must not exceed 9.5mm across the tyre or 13mm in a circumferential direction,

g) The space between the blocks must not exceed 22mm. The space across C in the relevant diagram must not extend completely across the tyre measured at right angles to the wall of the tyre, unless broken by a block.

15.19.4.2 The front tyre may be of any size or type but limited to an overall width of 80mm.

15.19.4.3 Tyres may not be treated by chemicals, tyre warmers or other means which tend to alter the shape, minimum shore hardness, construction or other characteristics.

15.19.5 Mudguards

15.19.5.1 Machines must be fitted with a front mudguard that extend at least 5° ahead of a vertical line running through the centre of the front wheel axle and at least 5° under the top edge of the mud-shield protecting the front of the engine.

15.19.5.2 The rear mudguard must extend at least 5° behind a vertical line running through

the centre of the rear axle. Distance between rear mudguard and top of rear tyre must be no more than 35mm plus 5mm tolerance. If a push bar is used, it should be made in one piece, of strong material which should not break under impact and must not protrude any higher than 35mm above the rear mudguard.

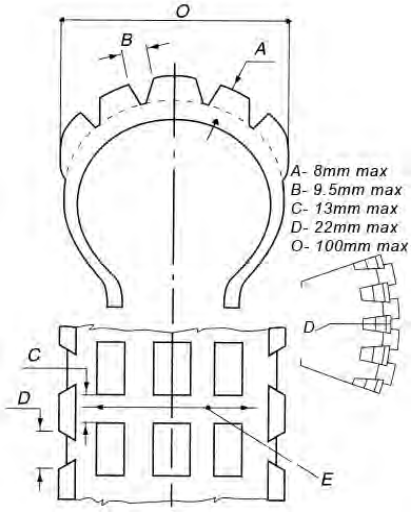


Figure 15.19.4 Solo Tyre

15.20 250CC SOLO INTERMEDIATE

15.20.0.1 This class is for State level competition only.

15.20.0.2 Promoters intending to conduct competition for 250cc Intermediate class must:

a) Obtain approval from the Speedway Commission, in addition to obtaining approval from the State Controlling Body,

b) Provide the Commission with a report on the merits of the class. The report should include statements from riders and officials and engineering personnel.

15.20.1 Engine

15.20.1.1 4-stroke single cylinder engine up to 250cc.

15.20.1.2 If the engine is fitted with a gearbox, the gearshift lever must be removed and the machine must remain in one gear during racing.

15.21 250CC/350CC CLASS

15.21.1 Eligibility

15.21.1.1 Junior and Senior riders must be assessed by an MA accredited coach prior to competition.

15.21.1.2 Riders competing on these machines must be:

a) A minimum age of:

i) 13 to under 16 years for 250cc,

ii) 14 to under 16 years for 350cc.

15.21.1.3 Junior riders can practice or demonstrate on a 250cc machine from the age of 12 years and 9 months.

15.12.1.4 Junior riders can practice on a 350cc machine from the age of 13 years and 9 months.

15.12.1.5 Senior riders can ride 250cc or 350cc machines.

15.21.1.6 No Juniors are permitted on track with Seniors.

15.21.1.7 350cc machines are not eligible to enter the Australian Speedway Championship.

15.21.1.8 For Junior 250cc machines only, refer to the relevant MA Track specifications for track length.

15.21.2 Machine Requirements

15.21.2.1 Engines:

a) Must be 250cc and 350cc,

b) Carburettor size 34mm +/- 0.1mm,

c) After market parts may be used, however parts must be the same size as factory fitted parts,

d) Use of Titanium is not permitted.

15.22 JUNIOR 50CC CLASS

15.22.1 Engine

15.22.1.1 The use of Titanium in Junior Speedway engines is prohibited.

15.22.2.2 Eligible machines are any production solo motorcycles utilising 50cc 2 or 4-stroke engines. All machines must be OEM.

a) Engine capacity must not exceed 50cc,

b) The gearbox must not have more than one gear for 2-stroke machines and three gears for 4-stroke machines,

c) The clutch must not be of other than OEM and other than of a centrifugal type,

d) Rear wheel must not be other than 10" (254mm),
e) Front wheel must not be other than 10" (254mm) or 12" (304mm),
f) A lanyard kill switch must be fitted,
g) Working brakes must be retained.

15.22.2 Permitted Modifications

15.22.2.1 Parts equivalent to OEM may be fitted.

15.22.2.2 The following may be altered.

a) Seat,
b) Colour,
c) Mudguards,
d) Handlebars,
e) Grips,
f) Levers,
g) Cables,
h) Chains,
i) External gearing,
j) Tyre brand and pattern,
k) Foot pegs and foot peg position.

15.22.2.3 Rear shock absorber may be removed and replaced with a solid replacement.

15.22.2.4 Throttle limiting devices may be removed.

15.22.2.5 Restrictor washers in the header pipe abutting cylinder barrel may be removed.

15.23 JUNIOR 125CC CLASS

15.23.1 Engine

15.23.1.1 The use of Titanium in Junior Speedway engines is prohibited.

15.23.1.2 If the engine is fitted with a gearbox, the gearshift lever must be removed and the machine must remain in one gear while racing.

15.23.1.3 The engine capacity must not exceed 125cc with a +1mm tolerance of the bore diameter.

15.23.1.4 A single cylinder 4-stroke engine, fitted with one carburettor, of a mass produced type must be used.

15.23.1.5 The cylinder head must be as follows:

a) Two-, three- or four-valve cylinder heads can be fitted, but three- and four-valve heads must retain manufacturers' specifications,
b) The action of the valves must be controlled by valve springs,
c) The cylinder head may be ported and, if damaged in use, bearing journals may be bored and bearings replaced with either roller or bronze bearings,
d) For two-valve heads, maximum valve size must be:
   i) Exhaust - 25mm, and
   ii) Inlet - 30mm.

15.23.1.6 Carburettors no bigger than 24mm can be fitted.

15.23.1.7 Inlet manifold must be round for entire length.

15.23.1.8 Compression ratio must not exceed 9.7:1

15.23.1.9 Any type of ignition system may be used.

15.23.1.10 Later model parts, or parts of different manufacture, may be installed.

15.23.1.11 The "Shupa" brand Junior Speedway machine is approved for competition in the Junior 125cc Solo class when the machine is fitted with the two or three-valve head.

15.23.2 Frames and Parts

15.23.2.1 Wheelbase must not exceed 1375mm.

15.23.2.2 Rear rim diameter must not exceed 17" (432mm).

15.23.2.3 Rear tyres must:

a) Have Trial or Speedway pattern tread tyres,
b) Not exceed 90mm x 432mm (3.5" x 17"),
c) Not be modified.

15.23.2.4 Front rim diameter must not exceed 482mm (19").

15.23.2.5 Front tyres must:

a) Have Trial pattern or Speedway tread,
b) Have a diameter not exceeding 19" (482mm),
c) Not be modified.

15.23.2.6 Exhaust mounts:

a) The exhaust must have at least three mounts to the motorcycle,
b) The silencer must be attached to the frame with at least one clip. A second moveable coupling must be fitted from the first third of the silencer o the frame with a steel cable of at least 3mm or a strong steel spring.

SECTION 15F: TECHNICAL REGULATIONS: SIDECARS AND CLASSIC SPEEDWAY

15.24 SIDECARS: ALL CLASSES

15.24.1 Frames and Parts

15.24.1.1 Overall height must not exceed 1200mm.

15.24.1.2 The tubing used in the construction of the main frame of a sidecar motorcycle must have a minimum wall thickness of 1.5mm.

15.24.1.3 The sidecar must be on the left of the motorcycle and, if not an integral part of the chassis, must be fixed to the motorcycle in at least four places.

15.24.1.4 The sidecar wheel must be staggered inwards. If the sidecar wheel is mounted by a plate on both sides, the diameter of the axle must exceed 12mm.

15.24.1.5 Where the sidecar wheel is mounted with a bracket on one side only, the axle diameter must be a least 20mm.

15.24.1.6 The sidecar frame must have a continuous bar along the exterior of the sidecar wheel.

15.24.1.7 Fuel tanks must be of a material approved by the Australian Standards Association for fuel containers.

15.24.1.8 Drive must only be transmitted through the rear wheel of the motorcycle.

15.24.1.9 Promoters may require additional specifications for the protection of spectators.

15.24.1.10 All exterior barwork and tubework ends must be plugged or capped so as to present a flush or convex end.

15.24.2 Streamlining

15.24.2.1 The streamlining:

a) Must not be in front of a vertical line drawn through the leading edge of the front tyre,

b) Must not to the rear of a vertical line drawn through the exterior edge of the rear rim,

c) May come into contact with the ground with the rear wheel raised 300mm from the ground.

15.24.2.2 Aero panels, side panels and similar attachments may be used provided they are:

a) Constructed of metal, fibreglass or polycarbonate material,

b) Free of sharp or protruding edges,

c) Not dangerous to the rider or other competitors.

15.24.2.3 Horizontal wings and aerodynamic friction assisting devices are prohibited.

15.24.2.4 In all handlebar positions, there must be a space of at least 30mm between the streamlining and the ends of the handlebars, including any attachments.

15.24.3 Handholds & Footrests

15.24.3.1 A suitable handhold must be provided for the passenger on the offside of the machine and near the front.

15.24.3.2 Footrests must be on the right hand side to the direction of travel and linked by a continuous bar.

15.24.3.3. Any space between the sidecar body and the rear or sidecar wheel of the motorcycle greater than 76mm must be decked so as to prevent the passenger's hands or feet entering between the chassis bars.

15.24.3.4 Any open area between the footrests, the continuous bar and the right hand side to the direction of travel must be filled in with a suitable material so as to stop a rider or passenger from trapping their feet.

15.24.4 Wheels, Rims & Tyres

15.24.4.1 Tyres:

a) Knobby tyres may not be used,

b) Speedway or Universal Trial block pattern tyres only to be used,

c) Tyres may be cut or grooved.

15.24.4.2 The sidecar wheel must be either spoked, moulded type mag, or other approved wheel. Riveted type mag wheels are not permitted.

15.24.4.3 The area inside a spoked wheel must be covered by a disc or shield so as to prevent a rider's or passenger's feet or hands coming into contact with the spoked area.

15.24.4.4 The sidecar wheel must be covered by a non-rotating shield which must:

a) Be constructed of sheet metal, fibreglass or similar material and be flat or nearly so,

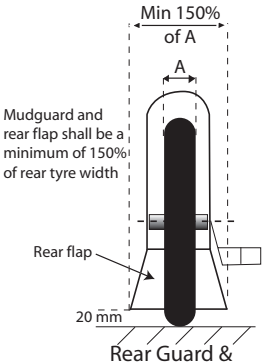
b) Be securely fitted to the sidecar,

c) Incorporate a 25mm (20mm for

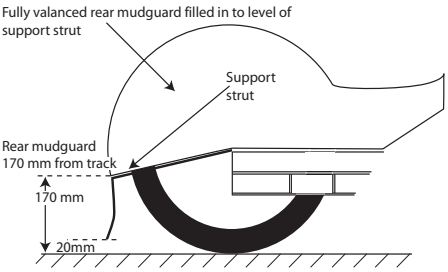
Junior Sidecars) horizontal crash bar surrounding the outer side of the sidecar wheel at floor level,

d) Cover at least the outward facing spoked area, and,

e) If trials tyres are fitted, cover the tyre area as well.



Rear Guard &
Flap Assembly details
[rear view]



Rear Guard & Flap Assembly details [side view]

Figure 15.24.5 Rear guard and flap assembly details

15.24.5 Mudguards

15.24.5.1 The fitting of a front mudguard is not compulsory.

15.24.5.2 Rear mudguards must be:

a) Valanced on both sides down to axle level, to a maximum of 170mm from ground level,

b) Fitted with a one piece flexible mud flap without any slots, which:

i) Is a minimum thickness of 6mm and be of a reinforced belting type rubber,

ii) Is attached to the rear mudguard no higher than 30mm from the bottom edge of rear mudguard,

iii) Ends no more than 20 mm above ground level,

iv) Is attached to three sides of the mudguard and projects forward by a minimum of 75 mm on each side,

v) Is a consistent width from top to bottom,

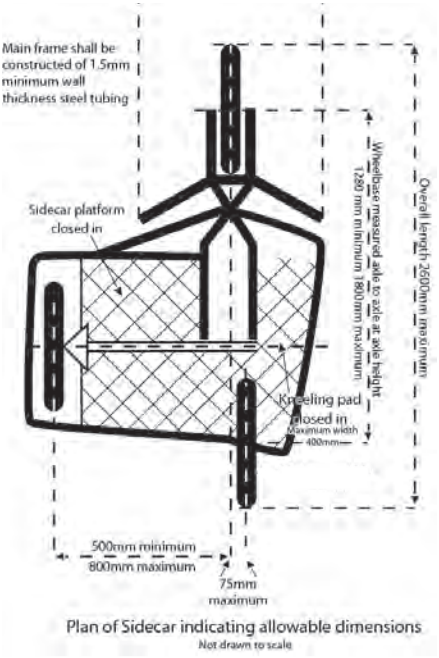
~~vi) And/or be fitted with an FIM homologated dirt deflector.~~

15.24.5.3 Rear mudguards may be incorporated into the passenger's seat moulding.

15.24.6 Exhaust Systems

15.24.6.1 Exhaust fumes must be discharged towards the rear of the machine. Exhaust fumes must not be discharged so as to raise dust, foul the tyres or inconvenience the passenger or any other rider or passenger.

15.24.6.2 The exhaust must be attached to the machine at a minimum of three locations, two on the frame, (one to the rear), in addition to the one on the cylinder head.



Plan of Sidecar indicating allowable dimensions
Not drawn to scale

Figure 15.24.1 Speedway sidecar dimensions

15.25 SIDECAR: SENIOR

15.25.1 General

15.25.1.1 The overall width must not exceed 1500mm.

15.25.1.2 Overall length from the leading edge of the front tyre to the outside of the rear mudguard must not exceed 2600mm.

15.25.1.3 The wheel base taken at axle height from the centre of the front axle to the centre of the rear axle, must measure between 1280mm and 1800mm.

15.25.1.4 The wheel track, taken between the tracks left by the centre lines of the rear motorcycle wheel and the sidecar wheel, must measure between 500mm and 1100mm.

15.25.1.5 The centre lines of the tracks made by the front and rear wheels of the motorcycle when the machine is proceeding directly forward must be no further apart than 75mm.

15.25.1.6 The width of the kneeling pad on the offside of the machine must not exceed 400mm.

15.25.1.7 Stub axles must have a minimum diameter at the base plate of 40mm.

15.25.1.8 Solo two ply and four ply 75mm (3") tyres may not be used on rear rims exceeding 127mm (5") in width.

15.25.1.9 The rear wheels minimum 450mm (18") maximum 475mm (19") diameter, rim width maximum 125mm (5").

15.25.1.10 Underpan must cover underside of the sidecar from the front fairing rail to the sidecar main cross tube and cover the underside of the engine. Underside must be constructed of:

a) Steel; which must have wired or rolled edges, with a minimum thickness of 1.6mm or

b) Aluminium; which must have wired or rolled edges, with a minimum thickness of 1.2mm or

c) Plastic; which must have rounded edges and be a minimum thickness of 3mm.

15.26 SIDECAR: JUNIOR

15.26.1 General

15.26.1.1 The overall width must not exceed 1250mm.

15.26.1.2 Overall length from the leading edge of the front tyre to the outside edge of the rear mudguard must not exceed 2100mm.

15.26.1.3 The wheelbase, taken at axle height from the centre of the front axle to the centre of the rear axle, must measure between 1500mm and 1200mm.

15.26.1.4 The wheel track, taken between the tracks left by the centre lines of the rear motorcycle wheel and the sidecar wheel, must measure between 800mm and 600mm.

15.26.1.5 The width of the kneeling pad on the off side of the motorcycle must not exceed 300mm.

15.26.1.6 Stub axles must have a minimum diameter at the base plate of 25mm.

15.26.1.7 Front and rear rim diameter for the motorcycle must not exceed 19" (482mm).

15.26.1.8 Rear rim width for the motorcycle must not exceed 102m.

15.26.2 Engine

15.26.2.1 Engine capacity must not exceed 250cc, and must be 4-stroke only.

15.26.2.2 Machines must be fitted with an unmodified 4-stroke production engine and may be fitted with an operating gearbox.

15.27 CLASSIC SPEEDWAY

15.27.1 Eligibility: Classic Solo

15.27.1.1 Engines must have been manufactured before 31st December 1976.

15.27.1.2 Competitors must be aged at least 30 years at the date of the competition.

15.27.2 Solo Frames

15.27.2.1 The frame must:

a) Have a front wheel diameter of 23" (594mm),

b) Have a rear wheel diameter of 19" (482mm),

c) Have rear tyres with a maximum tread pattern depth of 8mm,

d) Not be fitted leading-link front forks.

15.27.3 Solo Engines

15.27.3.1 The engine must:

a) Be single cylinder,

b) Be two-valve with push rod operation,

c) Have a single spark plug,
d) Have a maximum capacity of 500cc +/- 2% tolerance,
e) Be vertical in the chassis,
f) Be fitted with a round slide carburettor of 38mm maximum bore,
g) Not be fitted with a centre port cross flow cylinder head.

15.27.4 Eligibility: Classic and Post Classic Sidecars

15.27.4.1 For the Classic Class : British, European & American Sidecar and Classic Japanese Sidecar Class riders must be aged 30 years or over at the date of competition.

15.27.4.2 Sidecar passengers must be 16 years or over at the date of competition.

15.27.4.3 Machines and all parts used in their construction are to be commercially available in their selected era only.

15.27.4.4 All machines must comply with GCR 15.18.1.5 (kill switch).

15.27.4.5 Maximum standard engine capacity of 1020cc and no reconditioning tolerance is allowed.

15.27.4.6 Only machines of the type raced in Australian Speedway competition for the selected era will be eligible.

15.27.5 Classic Class: British, European & American Sidecars

15.27.5.1 This class will cover machines using original factory motorcycle frames and standard forks, i.e. one made by a recognised motorcycle manufacturer.

15.27.5.2 Motors will be 4-stroke two valves per cylinder, air cooled and a maximum of two cylinders, manufactured prior to December 31st 1974.

15.27.6 Classic Class: Japanese Sidecars

15.27.6.1 This class will cover machines with factory motorcycle frames.

15.27.6.2 Motors will be Japanese 2-stroke and 4-stroke SOHC multi cylinder engines with a maximum of two valves per cylinder.

15.27.6.3 Engines must be manufactured prior to December 31st 1974.

15.27.7 Post Classic Sidecars

15.27.7.1 This class will cover machines using original factory frames.

15.27.7.2 Motors will be 2-stroke and 4-stroke two valve DOHC multi cylinder air cooled engines.

15.27.8 Evolution Class Sidecars

15.27.8.1 This class will cover machines using period style and purpose built frames.

15.27.8.2 Motors will be maximum two valve DOHC multi-cylinder air cooled engines manufactured prior to 31st December 1985.

15.27.8.3 Bodywork and fairings to be a type and material relevant to the period.



Sam Masters
2017 Australian Speedway Senior Solo Champion



16 DIRT TRACK

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APPLICATION OF CHAPTER

The Rules set out in this chapter are for the discipline of Dirt Track.

SECTION 16A: AUSTRALIAN CHAMPIONSHIPS

~~16.0.0.1 The Australian Senior Dirt Track Championship shall, where possible, be conducted on the June long weekend.~~

~~16.0.0.2 The Australian Junior Dirt Track Championship shall where possible be conducted in a school holiday period.~~

~~16.0.0.3 Both the Australian Senior and Junior Dirt Track Championships will be conducted as single meetings at venues selected by the Dirt Track and Track Commission.~~

16.1 CATEGORIES FOR SENIOR AUSTRALIAN DIRT TRACK CHAMPIONSHIPS

CLASS	CAPACITY
Under 19	150cc 2-stroke & 250cc 4-stroke
**Pro 250	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke
Pro 450	250cc 2-stroke & 450cc 4-stroke
250 Slider	150cc 2-stroke & 250cc 4-stroke
**Pro Open	Unlimited (MX & Slider)
MX Open	500cc 2-stroke & Over 460cc 4-stroke
500cc Slider	Up to 500cc
Pro Open Women	Unlimited
Sidecar	Up to 1100cc
ATV Pro	Up to 350cc 2-stroke & 450cc 4-stroke
ATV Open	Up to 550cc 2-stroke & 700cc 4-stroke
ATV Women (Open)	Up to 550cc 2-stroke & 700cc 4-stroke

16.1.0.1 **Where there are insufficient entries for the Slider classes, these machines may be combined with the events marked with asterisks in the table above. All machines must have effective front and rear brakes where MX and Slider classes are combined.

16.2 CATEGORIES FOR JUNIOR AUSTRALIAN DIRT TRACK CHAMPIONSHIPS

AGE RANGE	CLASS/CAPACITY
7 to under 9	50cc Auto Division 2
7 to under 9, 9 to under 13	65cc
9 to under 11, 11 to under 13, 13 to under 16	85cc 2-stroke & 150cc 4-stroke, Standard Wheel
11 to under 13, 13 to under 16	**85cc 2-stroke & 150cc 4-stroke, Big Wheel
11 to under 16	85cc 2-stroke & 150cc 4-stroke, Standard & Big Wheel, Girls
13 to under 16	**85cc 2-stroke & 150cc 4-stroke, Slider Only
7 to under 10, 10 to under 14	85cc 4-stroke Modified
13 to under 16	**100cc to 150cc 2-stroke
13 to under 16	**100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke
13 to under 16	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Girls
13 to under 16	**100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Slider Only
13 to under 16	200cc to 250cc 4-stroke

16.2.0.1 **Where there are insufficient entries for a Slider class, these classes may be combined with classes marked with asterisks in table above. All machines must have effective front and rear brakes where MX and Slider classes are combined.

Note: This is applicable only to riders 13 to under 16 years and at the discretion of the Relevant Controlling Body.

16.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES

16.3.1 Individual Competitions

16.3.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each Championship solo class and 1st, 2nd and 3rd placed rider and passenger in the Championship sidecar class at all Australian Championship meetings.

16.3.2 All Competitions

16.3.2.1 At least the first 3 place getters in any Australian Championship event must be awarded a sash or similar permanent memento of the achievement by the Promoter, irrespective of MA awards.

16.3.2.2 Medallions and points will be awarded in all Australian Championships where there are:

a) 10 or more starters for solo classes which actually participate in practice, qualifying or races,

b) 6 or more starters for sidecar classes which actually participate in practice, qualifying or races,

c) 6 or more starters for all female classes which actually participate in practice, qualifying or races.

16.3.3 Duke of Edinburgh Trophies

16.3.3.1 The Duke of Edinburgh Trophies will be inscribed each year with the names of the winners of the Australian Dirt Track Championships for the following:

a) Pro 450 Solo, and

b) Up to 1100cc Sidecar.

16.3.3.2 The trophies will be held by MA.

SECTION 16B: COMPETITION CLASSES

16.4 SENIOR COMPETITION CLASSES

CLASS	CAPACITY
Under 19	150cc 2-stroke & 250cc 4-stroke
**Pro 250	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke
Pro 450	250cc 2-stroke & 450cc 4-stroke
250 Slider	150cc 2-stroke & 250cc 4-stroke
**Pro Open	Unlimited (MX & Slider)
MX Open	500cc 2-stroke & Over 460cc 4-stroke
500cc Slider	Up to 500cc
Pro Open Women	Unlimited
Sidecar	Up to 1100cc
ATV Pro	Up to 350cc 2-stroke & 450cc 4-stroke
ATV Open	Up to 550cc 2-stroke & 700cc 4-stroke
ATV Women (Open)	Up to 550cc 2-stroke & 700cc 4-stroke

16.4.0.1 **Where there are insufficient entries for the 250cc Slider classes, these machines may be combined with the events marked with asterisks in the table above. All machines must have effective front and rear brakes where MX and Slider classes are combined.

16.4.0.2 Riders are eligible to enter one class above capacity of the machine entered (Senior riders only).

16.5 JUNIOR COMPETITION CLASSES

AGE RANGE	CLASS/CAPACITY
4 to under 9	50cc Demo Division 1 (Non-competitive)
7 to under 9	50cc Auto Division 2
7 to under 9, 9 to under 13	65cc
9 to under 11, 11 to under 13, 13 to under 16	85cc 2-stroke & 150cc 4-stroke, Standard Wheel
11 to under 13, 13 to under 16	**85cc 2-stroke & 150cc 4-stroke, Big Wheel
11 to under 16	85cc 2-stroke & 150cc 4-stroke, Standard & Big Wheel, Girls
13 to under 16	**85cc 2-stroke & 150cc 4-stroke, Slider Only
7 to under 10, 10 to under 14	85cc 4-stroke Modified
13 to under 16	**100cc to 150cc 2-stroke
13 to under 16	**100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke
13 to under 16	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Girls
13 to under 16	**100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Slider Only
13 to under 16	200cc to 250cc 4-stroke

16.5.0.1 **Where there are insufficient entries for the Slider classes, these machines may be combined with events marked with asterisks in the table above. All machines must have effective front and rear brakes where MX and Slider classes are combined.

Note: This is applicable only to riders 13 to under 16 years and at the discretion of the Relevant Controlling Body.

SECTION 16C: COMPETITION RULES

16.6 ELIGIBILITY: GENERAL

16.6.0.1 No person may participate in any competition unless and until that person's protective clothing/equipment and machine have been examined and approved by the scrutineer for that competition.

16.6.0.2 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.

16.6.0.3 The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.

16.6.0.4 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.

16.6.0.5 In the interpretation of any Rule relating to the design requirements for any machine or class of machines, reference may be made to relevant diagrams appearing in these Rules.

16.7 ELIGIBILITY: JUNIORS

16.7.1 Junior Competitions

16.7.1.1 No person who is under the age of 16 years may compete in other than a Junior competition.

16.7.1.2 In Junior competition,

a) A rider's age on 1st January will determine their age for competition purposes for that year,

b) A rider may move to the next higher age class when they become eligible by reason of celebrating a birthday, but once the rider moves to that higher age class, they may not move back to the lower age class,

c) Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,

d) This GCR applies to all riders up to and including the age of 16 years.

16.7.1.3 No person who is unable to lift his or her machine unaided from the horizontal to the vertical may compete in any Junior competition.

16.7.1.4 Subject to GCR 16.7.1.2 a), a Junior who is under the age of 9 years may compete on a 50cc automatic machine despite being unable to lift the machine unaided from the horizontal to vertical.

16.7.1.5 No applicant will be issued with their first competition licence if they are under the age of 7 years.

16.7.1.6 Unless otherwise permitted in writing by the Relevant Controlling Body, for any event there must be no greater age variation between competitors than 4 years.

16.7.1.7 In the 4 to under 9 years 50cc Non-competitive Demo class, all riders are entitled to receive a prize or award of the same size/value.

16.7.1.8 Subject to the following two GCRs, a Relevant Controlling Body may permit age group racing, graded racing, or a combination of both.

16.7.1.9 Age group racing:

a) Subject to sub-Rule b), only competitors in the same age groups may compete against each other,

b) Competitors from different age groups in the following classes may compete with each other if there are insufficient entries for each class:

i) 85cc 2-stroke Big Wheels & 100cc to 150cc 4-stroke single cylinder,

ii) 100cc to 150cc single cylinder & 250cc 4-stroke.

16.7.1.10 A Relevant Controlling Body may grade Junior competitors according to their respective skills.

16.7.1.11 Non-Motocross type 80cc to 160cc 4-stroke machines (excluding 80cc 4-stroke Modified for Dirt Track and Track) are approved for competition under the following conditions:

a) Exhaust systems may be modified or changed,

b) External gearing and carburettor

jetting may also be altered,

c) No other modifications are allowed.

16.7.1.12 Motocross-type 150cc 4-stroke machines may compete against Motocross-type 85cc 2-stroke machines in Junior competition.

16.7.2 Junior Dirt Track Endorsements

16.7.2.1 Junior Endorsements will be issued for the following:

- 50cc
- 65cc 2-stroke/125cc 4-stroke
- 85cc 2-stroke/150cc 4-stroke
- 100cc 2-stroke
- 250cc 4-stroke

16.8 GENERAL RULES

16.8.1 Homologation

16.8.1.1 For any competition, MA may require that any machine, or any part of a machine, including tyres, be homologated. For homologation details see MA website.

16.8.2 Cameras

16.8.2.1 Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.

16.9 PROTECTIVE CLOTHING AND HELMETS

16.9.0.1 No competitor may practice, start or compete in any Dirt Track competition unless wearing the protective equipment and clothing as outlined in Appendix A: Protective Clothing and Helmets.

16.10 MACHINE AND RIDER IDENTIFICATION

16.10.1 Number Plates

16.10.1.1 For all competitions three number plates must be fitted: one at the front and one on each side.

16.10.1.2 Number plates must:

a) Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,

b) In the case of rectangular plates, have the corners formed to a 38mm radius,

c) In the case of bolt on number plates, be made from a rigid material with minimum dimensions of 235mm height and 285mm width; and

d) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

16.10.1.3 Front number plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm wide border.

16.10.1.4 Side number plates must:

a) Be fitted above a horizontal line drawn through the rear axle,

b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest.

16.10.1.5 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.

16.10.1.6 Advertising is permitted on all machines, but must be at least 25mm clear of the number plate background and the rider's name by either a gap or a contrasting colour strip, unless the advertising is an integral part of the back plate cover.

16.10.2 Number Plates: Juniors

16.10.2.1 Number plates for Juniors must be as follows:

a) A minimum plate size of 225mm width and 200mm height,

b) Figures with minimum sizes of 100mm height and 20mm width of stroke.

16.10.2.2 For 50cc automatic:

a) A minimum plate size of 200mm wide and 150mm high,

b) The figures on the plates must be 100mm high and 20mm wide,

c) The front plate must be fitted so that it does not extend above the height of the handlebars or grips.

16.10.3 Number Plate Colours

16.10.3.1 Colours must be as follows:

CAPACITY OR CLASS	BACKGROUND COLOUR	FIGURE COLOUR
Up to 150cc	Black	White
151cc to 250cc	Dark Green	White
251cc to 450cc	Mid Blue	White
Over 450cc	White	Black
500cc Slider	White	Black
1100cc Sidecar	White	Black

16.10.3.2 Colours for Junior age group racing:

AGE GROUP (YEARS)	BACKGROUND COLOUR	FIGURE COLOUR
Under 9	Mid Blue	White
9 to under 12	Canary Yellow	Black
12 to under 14	Mail Box Red	White
14 to under 16	Black	Yellow

16.10.3.3 Additional colour combinations may be used, at the discretion of the Relevant Controlling Body.

16.10.5 Back Numbers: Seniors and Juniors

16.10.5.1 No Senior or Junior may compete in any competition unless wearing the machine identification number on their back with a minimum size of 125mm height and 20mm width of stroke. Figures must be black on a white background.

16.11 RACE MEETING PROTOCOLS

16.11.1 Flags and Signals

16.11.1.1 The minimum dimensions of all flags must be 500mm x 500mm.

16.11.1.2 Track flags and signals as per Appendix B: Tracks Flags & Signals.

16.11.1.3 The National flag signifying the start of an event may be replaced by:

a) A light signal,
b) A starting tape,
c) A rubber band, or
d) A dropping gate.

16.11.2 Measurement at Meetings

16.11.2.1 A Steward of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the Relevant Controlling Body.

16.11.2.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

16.11.3 Measurement: All Australian and State Championship Events

16.11.3.1 All machines must have provision for the placement of sealing wire.

16.11.3.2 An entrant may request that the entrant's machine be measured and sealed before the event. As soon as practicable after receiving the request the measurer for the event must measure and seal the machine. Any machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the event.

16.11.3.3 The 1st, 2nd, 3rd and 4th placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, and the event result will be provisional,

a) At the conclusion of that period, if no protest is received, the result will be final,
b) If the machines are to be ridden in another event within that period, they must be sealed before being returned to the competitor for that event,
c) If no protest is received within that period, the seals may be removed.

16.11.3.4 Any machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the Relevant Controlling Body within 21 days after the event.

16.11.3.5 No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days, whichever occurs first.

16.11.4 Entries

16.11.4.1 No machine may be entered more than once in a class.

16.11.4.2 Any machine that is entered in more than one class must display the allocated riding number for that class on all three number plates when being used in each class.

16.11.5 Practice and Qualifying

16.11.5.1 Practice and qualifying shall be as prescribed in supplementary regulations.

16.11.5.2 Venues for Australian Senior and Junior Dirt Track Championship will be closed to competitors for a minimum of 8 days prior to the event.

16.11.6 Starts

16.11.6.1 The method of starting will be prescribed in supplementary regulations.

16.11.6.2 Starting positions will be prescribed in supplementary regulations.

16.11.6.3 Unless otherwise determined in the supplementary regulations all competitors must be called to the start line at least 2 minutes before each start.

16.11.6.4 All competitors must, in relation to the start of any event, comply with directions issued by, and under the authority of, the Starter. For such purposes the Starter, on the instructions of a key official, may:

a) Delay a start,
b) Direct a re-start,
c) Direct a competitor to start from:
   i) The back of the starting grid,
   ii) The pit lane,
   iii) The rear of the field, or
   iv) Such other position as shall be required for the safe, fair and orderly start of the event.
d) Exclude a competitor who is late for the start.

16.11.6.5 The start of an event occurs:

a) When the order to start is given, or
b) For flying starts, when the starting line is crossed.

16.11.6.6 Competitors may use up to 2 starting blocks (one per side) which will not interfere with the competitor, or any other competitor, or their machines and must be able to start in the event unaided while sitting on the machine.

16.11.6.7 Where races are started by tapes; the **first competitor who touches the tapes** after the displaying of the green light **and before the tapes are raised will be excluded and the event will be re-started.**

16.11.7 Finishes

16.11.7.1 For events where speed is the determinant:

a) A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:
   i) To the first to complete the event, who will, subject to the results of any protests, be the winner, and
   ii) Thereafter to each competitor who:
   - Has completed not less than 75% of the event distance, and
   - Is still competing in the event on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the event being the determinant of placings.
b) The finish of the event occurs when the flag is displayed to the last competitor under GCR 16.11.7.1 a),
c) The finish occurs for each machine when the foremost part of the machine crosses the line,
d) Where there are two competitors required to be on one machine together, both must finish the event in contact with the machine. On a solo machine the competitor must finish the event in contact with the machine,
e) In case of a dead heat between competitors for a place:
   i) The places and the awards for those places will be combined,
   ii) The participants in the dead heat will share the places and awards equally,
   iii) The remaining places will be relegated by the number of participants in the dead heat.

16.11.8 Juniors: Starts and Finishes

16.11.8.1 In addition to the general start requirements for all competitors, Juniors must comply as follows:

a) When assembled for the start of an event, and during the event, no competitor may receive outside assistance other than at the direction of the Steward, the Clerk of Course or the Starter,

b) Pit board signals will not be used in Junior competition. Riders/pit crew who fail to obey this instruction are liable to exclusion for the duration of the competition,

c) When the number of competitors exceeds one full grid:

i) Elimination heats and semi - finals must be held,

ii) The Relevant Controlling Body may direct that events be decided by a Final or Finals, consisting of a number of rounds.

16.11.9 Stopping Events

16.11.9.1 Where an incident causes an event to be stopped, the Steward or Clerk of Course may declare the event complete if at least 75% of the event distance or time, whichever is the less, has been run.

16.11.9.2 The results so declared will be based on the placings at the finish line of the last full lap completed before the incident but will exclude those competitors who:

a) Caused the incident, or

b) Having been involved in the incident and could not continue in the event.

16.11.10 Stopping and Re-running Events

16.11.10.1 The Steward or Clerk of Course who has excluded a competitor for unfair conduct and considers that such conduct has:

a) Given an advantage to the team of which the offender is a member, or

b) In the case of a non-team event, jeopardised the fair chances of one or more of the other competitors in the event,

may declare the event void and order a re-run.

16.11.10.2 If the event continues, any competitor unable to cross the finish line as a result of such conduct on the part of the excluded competitor may be deemed to have finished the race in the place:

a) Held immediately before such conduct, or

b) Having regard to any advancement in placing following the exclusion, in some other place.

16.11.10.3 A Steward or Clerk of Course may stop an event and order it to be re-run if it would be dangerous for it to continue.

16.11.10.4 In any re-run:

a) Any competitor who:

i) Fell in the stopped event as a result of having been fouled,

ii) Intentionally laid down his or her machine in the interests of safety, or

iii) Left the course in the interests of safety, may participate.

b) Any competitor who:

i) Caused or contributed to the event being stopped,

ii) Failed to start in,

iii) Retired from,

iv) Was excluded from,

v) Had been lapped during the course of the stopped event,

may not participate.

16.11.10.5 If the race is interrupted after the chequered flag, the following procedure will apply:

a) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.

b) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.

c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

16.11.11 Scoring

16.11.11.1 All races will be scored using the scoring system below:

PLACE	POINTS	PLACE	POINTS
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

16.11.11.2 An alternative points scoring system may be approved for an MA series event.

16.11.11.3 If a tie on points occurs for any position in an event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the event will be awarded the position.

16.11.11.4 If a tie on points occurs for any position in a series, the tying competitor who has the greatest number of higher placings in the series will be awarded the position.

16.11.12 Change of Machine during a Competition

16.11.12.1 During any competition, other than an attempt at a record, no machine may be exchanged for another unless permitted under these Rules or any supplementary regulations.

16.11.13 Radio Communication

16.11.13.1 Radio communication with riders is not allowed, and will be classed as outside assistance.

16.12 AUSTRALIAN SENIOR AND JUNIOR DIRT TRACK CHAMPIONSHIP FORMAT

16.12.1 Solo Format: More than 12 Entries per Class

16.12.1.1 The Championship comprises:

a) Three qualifying heats of 3 laps,
b) One repechage of 4 laps,
c) One Final of 4 laps,

16.12.1.2 The number of laps stated in GCR 16.12.1.1 may be increased by one lap if the track length is less than 500 metres. In which case the total number of laps will be stated in the supplementary regulations.

16.12.1.3 Heats and Final:

a) The number of heat positions must not exceed 12,
b) The right to compete in the Final will be filled by:
   i) The 10 competitors accumulating the highest number of points during the course of heats,
   ii) The first two placings of the repechage.

16.12.1.4 Competitors who finish in 11th to 22nd place inclusive during the course of the heats will contest the repechage.

16.12.1.5 The finishing order of each competitor in the Final will determine Championship placings.

16.12.1.6 Grid positions will be pre-drawn and listed in the program for heats and/or rounds. Riders' choice for grid positions in the Finals will apply. Top points scorer has first choice and so on, as per point score result. If electronic timing is used, qualifying time will determine the choice of grid position for the first heat only, thereafter the grid positions are determined by the finishing position in the previous race.

16.12.2 Solo Format: 12 or Less Entries per Class

16.12.2.1 The Championship comprises 5 races of 4 laps, which may be increased by one lap if the track length is less than 500 metres. In which case the number of laps will be stated in the supplementary regulations.

16.12.2.2 Points accumulated by each competitor in the 5 races will determine the Championship placings.

16.12.3 Sidecar Format: 6 Entries per Class

16.12.3.1 The Championship comprises:

a) Three qualifying heats of 3 laps,
b) One repechage of 4 laps,
c) One Final of 4 laps.

16.12.3.2 The number of laps stated in GCR 16.12.3.1 may be increased by one lap if the track length is less than 500 metres. In

which case the total number of laps will be stated in the supplementary regulations.

16.12.3.3 Heats and Final:

a) The number of heat positions must not exceed 6.

b) The right to compete in the Final will be filled by:

i) The 5 competitors accumulating the highest number of points during the course of heats;

ii) The winner of the repechage.

16.12.3.4 Competitors who finish in 6th to 11th place inclusive during the course of the heats will contest the repechage.

16.12.3.5 The finishing order of each competitor in the Final will determine Championship placings.

16.12.4 Sidecar Format: 6 Entries or Less per Class

16.12.4.1 The Championship comprises 5 races of 4 laps, which may be increased by one lap if the track length is less than 500 metres. In which case the number of laps will be stated in the supplementary regulations.

16.12.4.2 Points accumulated by each competitor in the 5 races will determine Championship placings.

SECTION 16D: TECHNICAL REGULATIONS

16.13 SOUND EMISSIONS

16.13.0.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

16.14 FUEL

16.14.0.1 Fuel for all machines must be as per Appendix C: Sound Emissions & Fuel.

16.15 ENGINES

16.15.1 Reciprocating Engines

16.15.1.1 The formula for calculation of capacities and classes

$$\text{Cubic capacity} = \frac{(D^2 \times 3.1416 \times C \times N)}{4}$$

Where:

D = Bore in centimetres

C = Stroke in centimetres

N = Number of cylinders

16.15.2 Engine Capacity Tolerances

16.15.2.1 Unless otherwise specified in the following table, the actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%:

CLASS	PERMITTED EXCESS
80cc 2-stroke (Manufactured prior to 1/1/1995)	5%

16.16 FRAMES AND PARTS

16.16.0.1 The use of titanium in the construction of the frame, the front forks, the **handlebars, the swinging arm, the swinging arm spindles and the wheel** spindles, is forbidden unless OEM. **The use of light alloys for wheel** spindles is also forbidden unless OEM. The use of titanium alloy nuts **and bolts is allowed.**

16.16.1 Streamlining

16.16.1.1 All streamlining fitted to motorcycles or sidecars must be free of any sharp edges on exposed extremities.

16.16.1.2 For fibreglass construction, edges must be rounded to their own thickness but need not be wired.

16.16.1.3 All forward streamlining attached to solo and sidecar machines must have a minimum of three attachment points:

a) At least one supporting the forward section of the shell, and

b) One on each side supporting the rear portion of the shell.

16.16.1.4 Identification plates must have corners and edges smoothed.

16.16.2 Fuel Tanks

16.16.2.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

16.16.3 Exhaust Systems

16.16.3.1 Exhaust systems must:

a) Be fitted with silencers,

b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread,

c) Be attached as closely as practicable

to the machine and in a manner that does not, in the opinion of the Scrutineer, create a hazard to other competitors,

d) Where separate silencers are fitted, have a minimum of two mountings or locking screws on all machines which have a capacity in excess of 85cc,

e) Where silencers are re-packable, have safety wired securing bolts.

16.16.4 Centre and Side Stands

16.16.4.1 Centre and side stands must be removed for all types of competition other than the 50cc classes.

16.16.4.2 Centre and Side Stands which remain on machines under the previous GCR must be secured in the closed position.

16.16.5 Footrests

16.16.5.1 Footrests must:

a) Be well rounded and designed so as to ensure that no dangerous edges are created due to wear,

b) Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.

16.16.6 Handlebars

16.16.6.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

16.16.6.2 Handlebar levers must:

a) Have ball ends with a minimum diameter of:

i) 15mm, for levers longer than 76mm,

ii) 10mm, for levers shorter than 76mm.

b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

16.16.6.3 Throttle controls must be self-closing.

16.16.6.4 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted to all Dirt Track sidecars. For Dirt Track, the lanyard must have a maximum length of one metre.

16.16.6.5 If hand protectors are used, they must be of a shatterproof material.

16.16.7 Kick Start Levers

16.16.7.1 Kick start levers, other than transverse, must be folding.

16.16.8 Drive Chain Protection

16.16.8.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.

16.16.8.2 The guard must be constructed of:

a) Metal having a minimum thickness of 1.6mm, which may be mesh or expanded metal provided the openings do not exceed 10mm, or

b) Fibreglass having a minimum thickness of 3mm.

16.16.8.3 If a plastic, fibreglass or part open chain guard is used, a steel bolt of not less than 10mm diameter, placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must be replaced.

16.16.8.4 Projecting sprockets, which are not behind a clutch assembly or directly behind a frame member, must be guarded where the sprocket teeth are further than 30mm from a frame member or swinging arm.

16.16.8.5 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot, must be covered.

16.16.8.6 A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

16.16.9 Tyres and Rims

16.16.9.1 Tyres must comply with the following:

a) Metal studs, spikes, chain, rope or other non-skid attachments and paddle, scoop or knobby treaded tyres, may not be used unless permitted by the relevant supplementary regulations.

16.16.9.2 Loose Dirt Tracks: Tyres must comply with the following:

a) Maximum block depth is 13mm,

b) Maximum block size is 24mm x 27.5mm,

c) Maximum gap between blocks is 25mm,

d) Maximum rear tyre width measured to the outside of blocks is 116mm; when measured at the point on the tyre located at 90 degrees to where the tyre contacts the ground, and at a pressure of inflated to 14psi (9.6kpa),

e) Tyre pressure may be adjusted after measurements.

16.16.9.3 Oil Dirt Tracks: Tyres must comply with the following:

a) Tread on tyres must be at least 1mm deep on any part of the tyre,

b) Maximum width allowed of the rear tyre is 165mm; when measured at the point on the tyre located at 90 degrees to where the tyre contacts the ground, and at a pressure of inflated to 14psi (9.6kpa),

c) Tyre pressure may be adjusted after measurements.

~~**16.16.9.4 The rear wheel rim must have a maximum width of 100 mm, and be 17", 18", 19" or 22" in diameter.**~~

16.16.10 Mudguards

16.16.10.1 Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.

16.16.10.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.

16.17 SENIOR SOLO CLASSES

16.17.0.1 For Senior competition, a machine must:

a) Be constructed as either a Slider type or Motocross type,

b) Have a gearbox with a minimum of two gear ratios,

c) Have rear suspension,

d) Have a minimum of two working brakes.

16.17.0.2 Carbon fibre or carbon composite brake discs and/or carriers are not permitted.

16.17.0.3 Aluminum or Titanium brake discs are not permitted.

16.18 SIDECARS

16.18.1 General

16.18.1.1 Wheel track measurement, taken between the longitudinal centres of the rear and sidecar wheels must be between 810mm and 1,100mm.

16.18.1.2 Ground clearance must be at least 75mm unladen.

16.18.1.3 The lean of the motorcycle at saddle height must be no more than 50mm.

16.18.1.4 When multiple tyres on one wheel are used, the maximum collective width of the tyres must not exceed 280mm.

16.18.1.5 The dimensions of the sidecar baseboard in plain view, taken from a line drawn no further rearwards than the lowest point of the front down tubes to the forward most point of the sidecar wheel tyre and terminating no further rearwards than a line drawn at right angles to the machine from the rearmost point of the rear tyre, must be at least:

a) 760mm long adjacent to the sidecar wheel,

b) 300mm wide, having at least 25mm radius to all corners.

16.18.1.6 The leading edge of the sidecar floor must be protected by a nose cone or a rail of at least 50mm height.

16.18.1.7 The drive must be transmitted to the track through the rear wheel of the motorcycle.

16.18.1.8 One efficient rear wheel brake must be fitted.

16.18.1.9 Safety chains must be fitted to all machines equipped with girder type front forks.

16.18.1.10 A passenger must be carried in a suitably constructed sidecar.

16.18.1.11 There must be no less than four sidecar mounting points.

16.18.1.12 There must be no more than 50mm between baseboard and motorcycle and baseboard and sidecar wheel. The baseboard must be arranged to prevent the passenger's feet being trapped.

16.18.1.13 Handholds on the sidecar:
- a) Must be finished with a loop of at least 100mm,
- b) Must not project beyond a line taken with the outer edge of the sidecar mudguard or bodywork,
- c) Adjacent to the nose section of the sidecar and less than 200mm from the track surface must be at an angle of at least 45° from the horizontal.

16.18.1.14 A suitable passenger handhold must be provided on the off side of the rear wheel.

16.18.1.15 Stirrup fittings for the passenger's feet are not permitted.

16.18.1.16 The rear end of the rear wheel mudguard must terminate not more than 45° above a horizontal line drawn through the rear wheel axle and be valanced to baseboard level on the inside and to axle level on the outside, with the suspension depressed.

16.18.1.17 The sidecar mudguard must cover at least 180° of the periphery of the wheel and be valanced to baseboard level on both sides.

16.18.1.18 All footrests, brake levers, and gear levers on the opposite side of the motorcycle to the sidecar must be folding, or be shielded by a continuous bar of 12mm minimum diameter.

16.18.1.19 Any open area between the footrests, the continuous bar and the offside of the motorcycle must be filled in with a suitable material.

16.18.2 Engine

16.18.2.1 Machines competing in any 1100cc sidecar event:
- a) Supercharged and turbocharged engines must not exceed 500cc,
- b) On liquid-cooled engines, an overflow pipe must direct any overflow of coolant away from the rider and passenger.

16.18.2.2 A lanyard operated ignition cut-out switch, operating on the primary circuit, must be fitted to all sidecars. The lanyard can be up to one metre in length.

16.19 JUNIOR CLASSES

16.19.1 General

16.19.1.1 Non-Motocross type 80cc to 160cc 4-stroke machines, excluding 80cc 4-stroke Modified, are approved for Dirt Track competition under the following conditions:
- a) Exhaust systems may be modified or changed,
- b) External gearing and carburetor jetting may also be altered,
- c) No other modifications are allowed.

16.19.2 Handlebars

16.19.2.1 Handlebars must be securely plugged. The width of handlebars must be not less than 600mm and not more than 850mm.

16.19.3 Tyres

16.19.3.1 Type of tyre to be used in Junior Dirt Track competition must be stipulated in the supplementary regulations,

16.19.3.2 Motocross knobby tyres on the rear of any machine over 85cc 2-stroke or 150cc 4-stroke are not allowed.

16.19.4 Junior Trail Bikes

16.19.4.1 The following machines are eligible for club and Inter-club competitions:

a) 7 to under 13 : 65cc class

MANUFACTURER	MODEL(s)
Honda	CRF70, XR70, CRF80, XR80 CRF110F
Kawasaki	KLX110, KLX110C, KLX110L
Suzuki	JR80, DR-Z70
Yamaha	PW80, TT-R90 TT-R110

and similar machines approved by Board.

b) 9 to under 16 : 85cc class:

MANUFACTURER	MODEL(s)
Honda	XR100, CRF100
Kawasaki	KE100, KLX140
Yamaha	TT-R125
Suzuki	DR-Z125/L

and similar machines approved by Board.

16.19.5 50cc Demo Class Machines

16.19.5.1 Machine Requirements:

a) Engine capacity must not exceed 50cc,
b) The clutch must be of centrifugal type,
c) Wheels as per GCR 16.19.9 must be fitted.

16.19.6 50cc Auto Class Machines

16.19.6.1 Eligible Machines are:

MANUFACTURER	MODEL(s)
Cobra	King CX50, CX50FWE
Gas Gas	EC 50
HM	CRX 10/10 Senior, Baja 10/10, X3R
Husqvarna	Husky Boy SF03, CR50
Italjet	Action Outlaw
KTM	SXR PRO SNR, 50SX, SXR PRO JNR, 50 SX 2009
LEM	RX3, RX3 2008, LX2F-USA, CR2, CR2S
Malagutti	RCX10
Polini	XR3
TM	50 C1
Metrakit	MKX50
YCF	50A

and similar machines approved by Board.

16.19.6.2 Machine Requirements:

a) Engine capacity must not exceed 50cc,
b) The gearbox must have one gear,
c) External gearing may be altered,
d) The clutch must be of centrifugal type, and must not alter the external appearance of the machine as it was manufactured,
e) Wheels as per GCR 16.19.9 must be fitted,
f) All machines must remain standard to the OEM specifications for the model. Only the following items may be modified: ~~The appearance of a machine must remain as manufactured provided that the following may be altered:~~
   i) Colour,
   ii) Seat,
   iii) Mudguards,
   iv) Handlebars,
   v) Grips,
   vi) Levers,
   vii) Cables,
   viii) Chains,
   ix) Tyre brand and tread pattern,
   x) Carburettor jets.
g) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame,
h) Throttle limiting devices may be removed,
i) A separate kill switch may be installed in place of the standard,
j) Steel serrated foot pegs may replace standard rubber pegs,
k) After market exhaust systems and silencers are permitted.

16.19.7 85cc 4-stroke Modified

16.19.7.1 Machine Requirements:

a) OEM Frame,
b) Two valve cylinder head,
c) Standard gearbox and standard number of gears to be retained.



16.19.8 Electric Machines

16.19.8.1 Electric machines may compete with comparable sized machines in Junior competition using the following table:

CLASS	APPROX. POWER OUTPUT	ELECTRIC WHEEL SIZE	EQUIVALENT SIZE [Standard Motorcyles Wheel]
50cc Auto/Demo	Up to 0.75 Kw	12.5" (Rim Bead Diameter 203mm)	8"
50cc Auto/Demo	0.75 to 1 Kw	16" (Rim Bead Diameter 305mm)	12"
65cc	1 to 1.5 Kw	20" (Rim Bead Diameter 396mm)	14.5"

16.19.9 Wheel Sizes

CLASS	FRONT [Approx. Metric Equiv. in mm]	REAR [Approx. Metric Equiv. in mm]
50cc Auto/Demo Class	10" or 12" [254 or 305]	10" [254]
65cc	14" to 15" [356 to 381]	12" [305]
80cc 4-stroke Standard & Modified	16" to 17" [407 to 432]	14" [356]
85cc 2-stroke & 150cc 4-stroke	15" to 17" [381 to 432]	14" [356]
85cc 2-stroke & 150cc 4-stroke Big Wheel	19" to 21" [482 to 534]	16" to 19" [407 to 482]
85cc 2-stroke & 150cc 4-stroke Big Wheel (Dirt Track & Track)	19" [482]	16" to 17" [407 to 457]
85cc 2-stroke & 150cc 4-stroke Standard Wheel (Dirt Track & Track)	17" [457]	14" [356]
100cc	18" to 21" [457 to 534]	16" to 19" [407 to 482]
125cc & over	17" to 21" [432 to 534]	16" to 19" [407 to 482]
250cc 4-stroke	17" to 23" [432 to 586]	16" to 19" [407 to 482]

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17 TRACK

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APPLICATION OF CHAPTER

The Rules set out in this chapter are for the discipline of Track.

SECTION 17A: AUSTRALIAN CHAMPIONSHIPS

~~17.0.0.1 The Australian Senior Track Championship may be conducted as a single meeting.~~

~~17.0.0.2 The amount of prize money for Australian Championships will be included in the supplementary regulations.~~

~~17.0.0.3 The Australian Junior Track Championship shall where possible be held in a school holiday period.~~

17.1 CATEGORIES FOR SENIOR AUSTRALIAN TRACK CHAMPIONSHIPS

CLASS	CAPACITY
Under 19	150cc 2-stroke & 250cc 4-stroke
**Pro 250	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke
Pro 450	250cc 2-stroke & 450cc 4-stroke
250cc Slider	150cc 2-stroke & 250cc 4-stroke
**Pro Open	Unlimited (MX & Slider)
MX Open	500cc 2-stroke & Over 460cc 4-stroke
**500cc Slider	Up to 500cc
Pro Open Women	Unlimited
Dirt Track Sidecar	Up to 1100cc
Track (Speedway) Sidecar	Up to 1100cc
ATV 450	Up to 350cc 2-stroke & 450cc 4-stroke
ATV Open	Up to 550cc 2-stroke & 700cc 4-stroke
ATV Open (Women)	Up to 550cc 2-stroke & 700cc 4-stroke

17.1.0.1 **Where there are insufficient entries for the Slider classes, these machines may be combined with the events marked with asterisks in the table above. All machines must have one effective brake where MX and Slider classes are combined.

17.2 CATEGORIES FOR JUNIOR AUSTRALIAN TRACK CHAMPIONSHIPS

AGE RANGE	CLASS/CAPACITY
7 to under 9	50cc Auto Division 2
7 to under 9 9 to under 13	65cc
9 to under 11 11 to under 13 13 to under 16	85cc 2-stroke & 150cc 4-stroke, Standard Wheel
11 to under 13 13 to under 16	**85cc 2-stroke & 150cc 4-stroke, Big Wheel
11 to under 16	85cc 2-stroke & 150cc 4-stroke, Standard & Big Wheel, Junior Girls
13 to under 16	**85cc 2-stroke & 150cc 4-stroke, Slider only
7 to under 10 10 to under 14	85cc 4-stroke Modified
13 to under 16	**100cc to 150cc 2-stroke
13 to under 16	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Junior Girls
13 to under 16	**100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke
13 to under 16	**100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Slider only
13 to under 16	**200cc to 250cc 4-stroke

17.2.0.1 **Where there are insufficient entries for a Slider class, these classes may be combined with classes marked with asterisks in table above provided. All machines must have one effective brake where MX and Slider classes are combined.

Note: This is applicable only to riders 13 to under 16 years and at the discretion of the Relevant Controlling Body.

17.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES

17.3.1 Individual Competitions

17.3.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each Championship solo class and 1st, 2nd and 3rd placed rider and passenger in the Championship sidecar class at all Australian Championship meetings.

17.3.2 All Competitions

17.3.2.1 At least the first 3 place getters in any Australian Championship event must be awarded a sash or similar permanent memento of the achievement by the Promoter, irrespective of MA awards.

17.3.2.2 Medallions and points will be awarded in all Australian Championships where there are:

a) 10 or more starters for solo classes which actually participate in practice, qualifying or races,

b) 6 or more starters for sidecar classes which actually participate in practice, qualifying or races,

c) 6 or more starters for all female classes which actually participate in practice, qualifying or races.

Thinking about Rule changes?

If you believe a rule should be changed or a new rule added, you can have your say by working through your Club to propose amendments and/or additions.

Proposals for changes can be sent to your SCB or direct to MA. The details are at the front of this book.

The most successful applications are when the proposer includes the new wording for an existing rule, where a new rule should sit in the structure of this book, and **must** include a rationale on why the rule should be changed or added.

It's YOUR SPORT- we welcome your input

SECTION 17B: COMPETITION CLASSES

17.4 SENIOR COMPETITION CLASSES

CLASSES	CAPACITIES
Under 19	150cc 2-stroke & 250cc 4-stroke
**Pro 250	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke
Pro 450	250cc 2-stroke & 450cc 4-stroke
250cc Slider	150cc 2-stroke & 250cc 4-stroke
**Pro Open (MX & Slider)	Unlimited
MX Open	500cc 2-stroke & Over 460cc 4-stroke
**500cc Slider	Up to 500cc
Pro Open Women	Unlimited
Dirt Track Sidecar	Up to 1100cc
Track (Speedway) Sidecar	Up to 1100cc
ATV 450	Up to 350cc 2-stroke & 450cc 4-stroke
ATV Open	Up to 550cc 2-stroke & 700cc 4-stroke
ATV Open (Women)	Up to 550cc 2-stroke & 700cc 4-stroke

17.4.0.1 **Where there are insufficient entries for the Slider classes, these machines may be combined with the events marked with asterisks in the table above. All machines must have one effective brake where MX and slider classes are combined.

17.4.0.2 Riders are eligible to enter one class above capacity of the machine entered (Senior riders only).

17.5 JUNIOR COMPETITION CLASSES

AGE RANGE	CLASS/CAPACITY
4 to under 9	50cc Demo (Division 1) (Non-competitive)
7 to under 9	50cc Auto (Division 2)
7 to under 9 9 to under 13	65cc
9 to under 11 11 to under 13 13 to under 16	85cc 2-stroke & 150cc 4-stroke, Standard Wheel
11 to under 13 13 to under 16	**85cc 2-stroke & 150cc 4-stroke, Big Wheel
11 to under 16	85cc 2-stroke & 150cc 4-stroke, Standard & Big Wheel, Girls
13 to under 16	**85cc 2-stroke & 150cc 4-stroke, Slider only
7 to under 10 10 to under 14	85cc 4-stroke Modified
13 to under 16	100cc to 150cc 2-stroke
13 to under 16	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Girls
13 to under 16	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke
13 to under 16	100cc to 150cc 2-stroke & 200cc to 250cc 4-stroke, Slider only
13 to under 16	200cc to 250cc 4-stroke

17.5.0.1 **Where there are insufficient entries for the Slider classes, these machines may be combined with events marked with asterisks in the table above. All machines must have one effective brake where MX and slider classes are combined.

Note: This is applicable only to riders 13 to under 16 years and at the discretion of the Relevant Controlling Body.

SECTION 17C: COMPETITION RULES

17.6 ELIGIBILITY: GENERAL

17.6.0.1 No person may participate in any competition unless and until that person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that competition.

17.6.0.2 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.

17.6.0.3 The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.

17.6.0.4 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.

17.6.0.5 In the interpretation of any Rule relating to the design requirements for any machine or class of machines, reference may be made to relevant diagrams appearing in these Rules.

17.7 ELIGIBILITY: JUNIORS

17.7.1 Junior Competition

17.7.1.1 No person who is under the age of 16 years may compete in other than a Junior competition.

17.7.1.2 In Junior competition,

a) A rider's age on 1st January will determine their age for competition purposes for that year,

b) A rider may move to the next higher age class when they become eligible by reason of celebrating a birthday, but once the rider moves to that higher age class, they may not move back to the lower age class,

c) Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,

d) This GCR applies to all riders up to and including the age of 16 years.

17.7.1.3 No person who is unable to lift his or her machine unaided from the horizontal to the vertical may compete in any Junior competition.

17.7.1.4 Subject to GCR 17.7.1.2 a), a Junior who is under the age of 9 years may compete on a 50cc automatic machine despite being unable to lift the machine unaided from the horizontal to vertical.

17.7.1.5 No applicant will be issued with their first

competition licence if they are under the age of 7 years.

17.7.1.6 Unless otherwise permitted in writing by the Relevant Controlling Body, for any event there must be no greater age variation between competitors than 4 years.

17.7.1.7 In the 4 to under 9 years 50cc Non-competitive Demo class, all riders are entitled to receive a prize or award of the same size/value.

17.7.1.8 Subject to the following two GCRs, a Relevant Controlling Body may permit age group racing, graded racing, or a combination of both.

17.7.1.9 Age group racing:

a) Subject to sub-Rule b), only competitors in the same age groups may compete against each other,

b) Competitors from different age groups in the following classes may compete with each other if there are insufficient entries for each class:

i) 85cc 2-stroke Big Wheel & 100cc to 150cc 4-stroke single cylinder,

ii) 100cc to 150cc single cylinder & 250cc 4-stroke.

17.7.1.10 A Relevant Controlling Body may grade Junior competitors according to their respective skills.

17.7.1.11 Motocross-type 150cc 4-stroke machines may compete against 85cc 2-stroke machines in Junior competition.

17.7.2 Junior Endorsements

17.7.2.1 Endorsements will be issued for:

- 50cc
- 65cc 2-stroke/125cc 4-stroke
- 85cc 2-stroke/150cc 4-stroke
- 100cc 2-stroke
- 250cc 4-stroke

17.8 GENERAL RULES

17.8.1 Homologation

17.8.1.1 For any competition, MA may require that any machine, or any part of a machine, including tyres, be homologated. For homologation details contact MA.

17.8.2 Cameras

17.8.2.1 Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.

17.9 PROTECTIVE CLOTHING AND HELMETS

17.9.0.1 No competitor may practice, start or compete in any Track competition unless wearing the protective clothing and equipment as outlined in Appendix A: Protective Clothing and Equipment.

17.10 MACHINE AND RIDER IDENTIFICATION

17.10.1 Number Plates

17.10.1.1 For all competitions 3 number plates must be fitted: One at the front and one on each side.

17.10.1.2 Number plates must:

a) Where they are not an integral part of the machine or streamlining and are under 1.6mm in thickness, have rolled or wired edges,

b) In the case of rectangular plates, have the corners formed to a 38mm radius,

c) In the case of bolt on number plates, be made from a rigid material with minimum dimensions of 235mm height and 285mm width; and

d) In the case of sidecars, be positioned so that they are visible from the front and each side of the sidecar.

17.10.1.3 Front number plates must have figures which are clearly visible at a distance of 20 metres and a solid 10mm wide border.

17.10.1.4 Side number plates must:

a) Be fitted above a horizontal line drawn through the rear axle,

b) Be fitted so that the front edge of the plate is behind a vertical line drawn at 200mm to the rear of the rider's footrest.

17.10.1.5 Number backgrounds on side number plates may be an integral part of the rear seat section or fairing.

17.10.1.6 Advertising is permitted on all machines, but must be at least 25mm clear of the number plate background and the rider's name by either a gap or a contrasting colour strip, unless the advertising is an integral part of the back plate cover.

17.10.2 Number Plates: Juniors

17.10.2.1 Number plates for Juniors must be as follows:

a) A minimum plate size of 225mm width and 200mm height,

b) Figures with minimum sizes of 100mm height and 20mm width of stroke.

17.10.2.2 For 50cc automatic:

a) A minimum plate size of 200mm wide and 150mm high,

b) The figures on the plates must be 100mm high and 20mm wide,

c) The front plate must be fitted so that it does not extend above the height of the handlebars or grips.

17.10.3 Number Plate Colours

17.10.3.1 Colours must be as follows:

CAPACITY OR CLASS	BACKGROUND COLOUR	FIGURE COLOUR
Up to 150cc	Black	White
151 to 250cc	Dark Green	White
251 to 450cc	Mid Blue	White
Over 450cc	White	Black
500cc Slider	White	Black
1100cc Sidecar	White	Black

17.10.3.2 Colours for Junior age group racing

AGE GROUP (YEARS)	BACKGROUND COLOUR	FIGURE COLOUR
Under 9	Mid Blue	White
9 to under 12	Canary Yellow	Black
12 to under 14	Mail Box Red	White
14 to under 16	Black	Yellow

17.10.3.3 Additional colour combinations may be used, at the discretion of the Relevant Controlling Body.

17.10.4 Number Plate Figures

17.10.4.1 Figures must be clearly legible, the minimum dimensions being:

DIMENSION	MEASUREMENT (mm)
Height	140
Width of each figure	75
Space between figures	25
Space between figures and edge of plate	12

17.10.5 Back Numbers: Seniors and Juniors

17.10.5.1 No Senior or Junior may compete in any competition unless wearing the machine identification number on their back with a minimum size of 125mm height and 20mm width of stroke. Figures must be black on a white background.

17.11 RACE MEETING PROTOCOLS

17.11.1 Flags and Signals

17.11.1.1 The minimum dimensions of all flags must be 500mm x 500mm.

17.11.1.2 Track flags and signals as per Appendix B: Flags and Signals.

17.11.1.3 The National flag signifying the start of an event may be replaced by:

a) A light signal,

b) A starting tape,

c) A rubber band, or

d) A dropping gate.

17.11.2 Measurement at Meetings

17.11.2.1 A Steward of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the Relevant Controlling Body.

17.11.2.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

17.11.3 Measurement: All Australian and State Championship Events

17.11.3.1 All machines must have provision for the placement of sealing wire.

17.11.3.2 An entrant may request that the entrant's machine be measured and sealed before the event. As soon as practicable after

receiving the request the measurer for the event must measure and seal the machine. Any machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the event.

17.11.3.3 The 1st, 2nd, 3rd and 4th placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, and the event result will be provisional;

a) At the conclusion of that period, if no protest is received, the result will be final,

b) If the machines are to be ridden in another event within that period, they must be sealed before being returned to the competitor for that event,

c) If no protest is received within that period, the seals may be removed.

17.11.3.4 Any machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the Relevant Controlling Body within 21 days after the event.

17.11.3.5 No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days, whichever occurs first.

17.11.4 Practice and Qualifying

17.11.4.1 Practice and qualifying shall be as prescribed in supplementary regulations.

17.11.4.2 Venues for Australian Senior and Junior Track Championship will be closed to competitors for a minimum of 8 days prior to the event.

17.11.5 Starts

17.11.5.1 All competitors must, in relation to the start of any event, comply with directions issued by, and under the authority of, the Starter. For such purposes the Starter, on the instructions of a key official, may:

a) Delay a start,

b) Direct a re-start,

c) Direct a competitor to start from:

i) The back of the starting grid,

ii) The pit lane,

iii) The rear of the field, or

iv) Such other position as shall be required for the safe, fair and orderly start of the event.

d) Exclude a competitor who is late for the start.

17.11.5.2 The method of starting will be as prescribed by the supplementary regulations.

17.11.5.3 The start of an event occurs:

a) When the order to start is given, or

b) For flying starts, when the starting line is crossed.

17.11.5.4 All starts, other than handicap starts will be single row.

17.11.5.5 Grid positions will be pre-drawn and listed in the program for heats and/or rounds.

17.11.5.6 Riders choice for grid positions in the Finals will apply; top scorer has first choice down through points score.

17.11.5.7 If electronic timing is used; qualifying time will determine the choice of grid position for the first heat only, the grid positions thereafter will be determined by finishing position in the previous race.

17.11.5.8 Where races are started by tapes; the first competitor who touches the tapes after the displaying of the green light and before the tapes are raised will be excluded and the event will be re-started.

17.11.5.9 Unless otherwise determined in the supplementary regulations all competitors must be called to the start line at least 2 minutes before each start.

17.11.5.10 Competitors may use up to 2 starting blocks (one per side) which will not interfere with the competitor, or any other competitor, or their machines and must be able to start in the event unaided while sitting on the machine.

17.11.6 Finishes

17.11.6.1 For events where speed is the determinant:

a) A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:

i) To the first to complete the event, who will, subject to the results of any protests, be the winner, and

ii) Thereafter to each competitor who:
- Has completed not less than 75% of the event distance,
- Is still competing in the event on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the event being the determinant of placings.

b) The finish of the event occurs when the flag is displayed to the last competitor under GCR 17.11.5.1 a),

c) The finish occurs for each machine when the foremost part of the machine crosses the line,

d) Where there are 2 competitors required to be on one machine together, both must finish the event in contact with the machine. On a solo machine the competitor must finish the event in contact with the machine,

e) In case of a dead heat between competitors for a place:
i) The places and the awards for those places will be combined,
ii) The participants in the dead heat will share the places and awards equally,
iii) The remaining places will be relegated by the number of participants in the dead heat.

17.11.7 Juniors: Starts and Finishes

17.11.7.1 In addition to the general start requirements for all competitors, Juniors must comply as follows:

a) When assembled for the start of an event, and during the event, no competitor may receive outside assistance other than at the direction of the Steward, the Clerk of Course or the Starter,

b) Pit board signals will not be used in Junior competition. Riders/Pit crew who fail to obey this instruction are liable to exclusion for the duration of the competition,

c) When the number of competitors exceeds one full grid:
i) Elimination heats and semi-finals must be held,
ii) The Relevant Controlling Body may direct that events be decided by a Final or Finals, consisting of a number of rounds.

17.11.8 Stopping Events

17.11.8.1 Where an incident causes an event to be stopped, the Steward or Clerk of Course may declare the event complete if at least 75% of the event distance or time, whichever is the less, has been run.

17.11.8.2 The results so declared will be based on the placings at the finish line of the last full lap completed before the incident but will exclude those competitors who:
a) Caused the incident, or
b) Having been involved in the incident and could not continue in the event.

17.11.9 Stopping and Re-Running Events

17.11.9.1 The Steward or Clerk of Course who has excluded a competitor for unfair conduct and considers that such conduct has:
a) Given an advantage to the team of which the offender is a member, or
b) In the case of a non-team event, jeopardised the fair chances of one or more of the other competitors in the event, may declare the event void and order a re-run.

17.11.9.2 If the event continues, any competitor unable to cross the finish line as a result of such conduct on the part of the excluded competitor may be deemed to have finished the race in the place:
a) Held immediately before such conduct, or
b) Having regard to any advancement in placing following the exclusion, in some other place.

17.11.9.3 A Steward or Clerk of Course may stop an event and order it to be re-run if it would be dangerous for it to continue.

17.11.9.4 In any re-run:
a) Any competitor who:
i) Fell in the stopped event as a result of having been fouled,
ii) Intentionally laid down his or

her machine in the interests of safety, or

iii) Left the course in the interests of safety, may participate.

b) Any competitor who:

i) Caused or contributed to the event being stopped,

ii) Failed to start in,

iii) Retired from,

iv) Was excluded from,

v) Had been lapped during the course of the stopped event,

may not participate.

17.11.9.5 If the race is interrupted after the chequered flag, the following procedure will apply:

a) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.

b) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.

c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

17.11.10 Scoring

17.11.10.1 All races will be scored using the scoring system below:

PLACE	POINTS	PLACE	POINTS
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

17.11.10.2 An alternative points scoring system may be approved for an MA series event.

17.11.10.3 If a tie on points occurs for any position in an event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the event will be awarded the position.

17.11.10.4 If a tie on points occurs for any position in a series, the tying competitor who has the greatest number of higher placings in the series will be awarded the position.

17.11.11 Stewards and Clerks

17.11.11.1 A minimum of one Steward and two Clerks of Course is required at all track meetings where the track length exceeds 500 metres.

17.11.12 Change of Machine during a Competition

17.11.12.1 During any competition, other than an attempt at a record, no machine may be exchanged for another unless permitted under these Rules or any supplementary regulations.

17.11.13 Radio Communication

17.11.13.1 Radio communications with riders is not allowed, and will be classed as outside assistance.

17.12 RACE MEETING PROTOCOLS: AUSTRALIAN TRACK CHAMPIONSHIPS

17.12.1 Solo Format: More than 12 Entries per Class.

17.12.1.1 The Championship comprises:

a) 3 qualifying heats of 3 laps,

b) One repechage of 4 laps,

c) One Final of 4 laps.

17.12.1.2 The number of laps stated in GCR 17.12.1.1 may be increased by one lap if the lap distance is less than 500 metres. In which case the total number of laps will be stated in the supplementary regulations.

17.12.2 Heats and Final

17.12.2.1 The number of heat positions must not exceed 12.

17.12.2.2 The right to compete in the Final will be filled by:

a) The 10 competitors accumulating the highest number of points during the course of heats,

b) The first two placings of the repechage.

17.12.2.3 Competitors who finish in 11 to 22nd inclusive during the course of the heats will contest the repechage.

17.12.2.4 The finishing order of each competitor in the Final will determine Championship placings.

17.12.2.5 Grid positions will be pre drawn and listed in the program for heats and/ or rounds. Riders' choice for grid positions in the Finals will apply. Top points scorer has first choice and so on as per point score result. If electronic timing is used, qualifying time will determine the choice of grid position for the first heat only, thereafter the grid positions are determined by the finishing position in the previous race.

17.12.2 Solo format: 12 or Less Entries per Class.

17.12.2.1 The Championship comprises 5 races of 4 laps, which may be increased by one lap if the lap distance is less than 500 metres. In which case the number of laps will be stated in the supplementary regulations.

17.12.2.2 Points accumulated by each competitor in the 4 races will determine the Championship placings.

17.12.3 Sidecar Format: 6 Entries per Class

17.12.3.1 The Championship comprises:

a) 3 qualifying heats of 3 laps,
b) One repechage of 4 laps,
c) One Final of 4 laps.

17.12.3.2 The number of laps stated in GCR 17.12.3.1 may be increased by one lap if the lap distance is less than 500 metres. In which case the total number of laps will be stated in the supplementary regulations.

17.12.4 Heats and Final

17.12.4.1 The number of heat positions must not exceed 6.

17.12.4.2 The right to compete in the Final will be filled by:

a) The 5 competitors accumulating the highest number of points during the course of heats;
b) The winner of the repechage.

17.12.4.3 Competitors who finish in 6th to 11th places inclusive during the course of the heats will contest the repechage.

17.12.4.4 The finishing order of each competitor in the Final will determine Championship placings.

17.12.5 Sidecar Format: 6 Entries or Less per Class

17.12.5.1 The Championship comprises: 5 races of 4 laps, which may be increased by one lap if the lap distance is less than 500 metres. In which case the number of laps will be stated in the supplementary regulations.

17.12.5.2 Points accumulated by each competitor in the 5 races will determine Championship placings.

SECTION 17D: TECHNICAL REGULATIONS

17.13 SOUND EMISSIONS

17.13.0.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

17.14 FUEL

17.14.0.1 Fuel for all machines must be as per Appendix C: Sound Emissions & Fuel.

17.14.1 Environmental Protection

17.14.1.1 An absorbent mat that measures a minimum of 500mm x 500mm must be placed underneath the engine/gearbox and fuel tank of any solo or sidecar while parked in the pit, paddock or work area.

17.15 ENGINES

17.15.1 Reciprocating Engines

17.15.1.1 The formula for calculation of capacities and classes:

$$\text{Cubic capacity} = \frac{(D^2 \times 3.1416 \times C \times N)}{4}$$

Where:

D = Bore in centimetres

C = Stroke in centimetres

N = Number of cylinders

17.15.2 Rotary Engines

$$\text{Cubic capacity} = \frac{(Z \times V)}{N}$$

Where:

V = Capacity of each chamber comprising the engine in cubic centimetres,

N = Number of turns of the motor necessary to complete 1 cycle in a chamber, and

Z = Combustion cycles per revolution.

17.15.3 Wankel System Engines With a Triangular Piston

Cubic capacity = 2 x V x D

Where:

V = capacity of a single chamber,

D = the number of rotors.

17.15.3.1 Wankel system engines are classified as 4 strokes.

17.15.4 Engine Capacity Tolerances

17.15.4.1 Unless otherwise specified in the following table, the actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%.

CLASS	PERMITTED EXCESS
80cc 2-stroke (Manufactured prior to 1/1/1995)	5%
85cc 4-stroke (Track and Dirt Track Modified)	Nil
Record Attempts and Senior Track	Nil
65cc & 85cc	Nil

17.15.5 Superchargers and Turbochargers

17.15.5.1 Superchargers and turbochargers may only be used as follows:

a) In drag racing or record attempts,

b) The nominal cubic capacity of an engine as calculated under GCR 17.15.1, 17.15.2 or 17.15.3 that is fitted with a supercharger or a turbocharger shall be multiplied by 2 for the purposes of engine classification.

17.16 FRAMES AND PARTS

17.16.0.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

8.16.1 Streamlining

17.16.1.1 All streamlining fitted to motorcycles or sidecars must be free of any sharp edges on exposed extremities.

17.16.1.2 For fibreglass construction, edges must be rounded to their own thickness but need not be wired.

17.16.1.3 All forward streamlining attached to solo and sidecar machines must have a minimum of 3 attachment points:

a) At least one supporting the forward section of the shell, and

b) One on each side supporting the rear portion of the shell.

17.16.1.4 Identification plates must have corners and edges smoothed.

17.16.2 Fuel Tanks

17.16.2.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

17.16.3 Exhaust Systems

17.16.3.1 Exhaust systems must:

a) Be fitted with silencers,

b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread,

c) Be attached as closely as practicable to the machine and in a manner that does not, in the opinion of the Scrutineer, create a hazard to other competitors,

d) Where separate silencers are fitted, have a minimum of 2 mountings or locking screws on all machines which have a capacity in excess of 85cc,

e) Where silencers are re-packable, have safety wired securing bolts.

17.16.4 Centre and Side Stands

17.16.4.1 Centre and side stands must be removed for all types of competition other than the 50cc solo machines.

17.16.4.2 Centre and Side Stands which remain on machines under the previous GCR must be secured in the closed position.

17.16.5 Footrests

17.16.5.1 Footrests must:

a) Be well rounded and designed so as to ensure that no dangerous edges are created due to wear,

b) Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.

17.16.6 Handlebars

17.16.6.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

17.16.6.2 Handlebar levers must:

a) Have ball ends with a minimum diameter of:
   i) 15mm for levers longer than 76mm,
   ii) 10mm for levers shorter than 76mm.
b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

17.16.6.3 Throttle controls must be self-closing.

17.16.6.4 If hand protectors are used they must be of a shatterproof material.

17.16.7 Kick Start Levers

17.16.7.1 Kick start levers, other than transverse, must be folding.

17.16.8 Drive Chain Protection

17.16.8.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.

17.16.8.2 The guard must be constructed of:

a) Metal having a minimum thickness of 1.6mm, which may be mesh or expanded metal provided the openings do not exceed 10mm, or
b) Fibreglass having a minimum thickness of 3mm.

17.16.8.3 If a plastic, fibreglass or part open chain guard is used, a steel bolt of not less than 10mm diameter, placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must be replaced.

17.16.8.4 Projecting sprockets, which are not behind a clutch assembly or directly behind a frame member, must be guarded where the sprocket teeth are further than 30mm from a frame member or swinging arm.

17.16.8.5 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot must be covered.

17.16.8.6 A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

17.16.9 Tyres and Rims

17.16.9.1 Tyres must comply with the following:

a) Metal studs, spikes, chain, rope or other non-skid attachments and paddle, scoop or knobby treaded tyres may not be used unless permitted by the relevant supplementary regulations.

17.16.9.2 Loose Dirt Tracks: Tyres must comply with the following:

a) Maximum block depth is 13mm,
b) Maximum block size is 24mm x 27.5mm,
c) Maximum gap between blocks is 25mm,
d) Maximum rear tyre width measured to the outside of blocks is 116mm; when measured at the point on the tyre located at 90 degrees to where the tyre contacts the ground, and at a pressure of inflated to 14psi (9.6kpa),
e) Tyre pressure may be adjusted after measurements.

17.16.9.3 Oil Dirt Tracks: Tyres must comply with the following:

a) Tread on tyres must be at least 1mm deep on any part of the tyre,
b) Maximum width allowed of the rear tyre is 165mm; when measured at the point on the tyre located at 90 degrees to where the tyre contacts the ground, and at a pressure of inflated to 14psi (9.6kpa),
c) Tyre pressure may be adjusted after measurements.

17.16.9.4 The rear wheel rim must have a maximum width of 100 mm, and be 17", 18", 19" or 22" in diameter.

17.16.10 Mudguards

17.16.10.1 Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.

17.16.10.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.

17.17 SENIOR SOLO CLASSES

17.17.1 General

17.17.1.1 Brakes must not be fitted to track Slider type machines of up to 500cc when competing in Slider only classes. Slider machines competing in all other solo classes (where permitted) must be fitted with at least one effective brake.

17.17.1.2 Rear suspension and swingarm must be fitted.

17.17.1.3 Must have a minimum of 2 gears.

17.17.1.4 Minimum weight of 85 kg.

17.18 SIDECARS

17.18.1 General

17.18.1.1 Left hand and right hand sidecars may not compete against each other.

17.18.1.2 Sidecars, in addition to complying with the requirements for solos, must be as follows:

a) The sidecar body width must be 890mm measured from the closest mounting point to the extremity of the sidecar body including any step,

b) The inside of the sidecar wheel must be enclosed to floor level,

c) Any step must have a maximum width of 200mm from the sidecar,

d) Front mounted exhaust systems must not protrude beyond the outermost edges of the sidecar,

e) All outer edge sidecar chassis corners must have a minimum 25mm radius,

f) Sidecar wheel drive is prohibited.

17.18.1.3 The wheel track must be between 635mm and 1000mm measured between the longitudinal centres of the rear and sidecar wheels.

17.18.1.4 The ground clearance must be at least 75mm unladen.

17.18.1.5 The stagger at the top of the sidecar wheel must be:

a) Inwards, no more than 300mm.

b) Outwards, nil.

17.18.1.6 The dimensions of the sidecar baseboard in plan view, taken from a line drawn no further rearwards than the lowest point of the front down tubes to the forward-most point of the sidecar wheel tyre and terminating no further rearwards than a line drawn at right angles to the machine from the rearmost point of the rear tyre, must be:

a) At least 760mm long adjacent to the sidecar wheel,

b) At least 300mm wide, having at least 25mm radius to all corners.

17.18.1.7 All edges of the sidecar floor, not otherwise protected, must be protected by a nose cone or a rail of at least 50mm height.

17.18.1.8 There must be no more than 50mm between the baseboard and motorcycle and the baseboard and sidecar wheel. The baseboard must be arranged so as not to allow the passenger's feet to be trapped.

17.18.1.9 The drive must be transmitted to the track through the rear wheel of the motorcycle.

17.18.1.10 Safety chains must be fitted to all machines equipped with girder type front forks.

17.18.1.11 Where Harley-type forks are used, an approved bolt must be fitted to lock the triple clamp.

17.18.1.12 A passenger must be carried in a suitably constructed sidecar.

17.18.1.13 The sidecar must be attached to the left hand side of the motorcycle.

17.18.1.14 There must be no less than 4 sidecar mounting points.

17.18.1.15 Stirrup fittings for the passenger's feet are not permitted.

17.18.1.16 Handholds:

a) Must be finished with a loop of at least 100mm,

b) Must not project beyond a line taken with the outer edge of the sidecar mudguard or bodywork,

c) Adjacent to the nose section of the sidecar and less than 200mm from the track surface must be at a minimum angle of 45° from the horizontal.

17.18.1.17 A suitable passenger handhold must be provided on the off-side of the rear wheel.

17.18.1.18 The rear wheel sprocket must have an approved guard, being either:

a) A fully enclosed steel chain guard, or

b) If a plastic or part open chain guard is used, a steel bolt of not less than 10mm minimum diameter placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must be replaced.

17.18.2 Lanyards

17.18.2.1 There must be a kill switch which must:

a) Cut out the ignition,
b) Operate on the primary circuit,
c) Be fitted with a lanyard which must:
   i) Have a total extended length not exceeding 500mm,
   ii) Be attached around the rider's right wrist when the machine is in motion,
   iii) Not be secured to the handlebar unless by a readily torn material.

17.18.3 Mudguards

17.18.3.1 The rear end of the rear wheel mudguard must terminate not more than 45° above a horizontal line drawn through the rear wheel axle and be valanced to baseboard level on the inside and to axle level on the outside, with the suspension depressed.

17.18.3.2 The sidecar mudguard, if fitted, must cover at least 180° of the periphery of the wheel and be valanced to baseboard level on both sides.

17.18.3.3 A sidecar wheel disc may be fitted instead of a sidecar mudguard.

17.18.4 Engines

17.18.4.1 For a machine competing in any event the engine must comply as follows:

a) The engine capacity must not exceed 1100cc,
b) Supercharged and turbocharged engines must not exceed 500cc,
c) On liquid-cooled engines, an overflow pipe must be used to direct any overflow of coolant away from the rider and passenger.

17.19 CLASSIC TRACK

17.19.1 Eligibility

17.19.1.1 Engines must have been manufactured before 31st December 1976.

17.19.1.2 Competitors must be aged at least 30 years at the date of the competition.

17.19.2 Frames and Parts

17.19.2.1 The frame must:

a) Have conventional swingarm rear suspension with twin shock absorbers,
b) Not be fitted with leading-link front forks.

17.19.3 Engines

17.19.3.1 The engine must be:

a) Single cylinder,
b) Two-valve, push rod operated,
c) Single spark plug,
d) Of a maximum capacity of 500cc with a 2% tolerance,
e) Vertical in the chassis,
f) Fitted with a round slide carburettor of 38mm maximum bore, and
g) Must not be fitted with a centre port cross flow cylinder head.

17.19.3.2 The gearbox must have at least 2 gears.

17.19.4 Tyres and Rims

17.19.4.1 All machines must have:

a) A front wheel diameter of 23" (594mm),
b) A rear wheel diameter of 19" (482mm) or 22" (560mm), as specified in the supplementary regulations,
c) Rear tyres with a maximum tread pattern depth of 8mm.

17.20 JUNIOR CLASSES

17.20.1 Junior Trail Bikes

17.20.1.1 The following machines are eligible for club and Inter-club competitions:

a) 7 to under 13 years : 65cc class

MANUFACTURER	MODEL(s)
Honda	CRF70, XR70, CRF80, XR80 CRF110F
Kawasaki	KLX110, KLX110C, KLX110L
Suzuki	JR80, DR-Z70
Yamaha	PW80, TT-R90 TT-R110

and similar machines approved by Board.

b) 9 to under 16 years : 85cc class

MANUFACTURER	MODEL(s)
Honda	XR100, CRF100
Kawasaki	KE100 KLX140
Yamaha	TT-R125

and similar machines approved by Board.

17.20.2 50cc Demo Class Machines

17.20.2.1 Machine Requirements:

a) Engine capacity must not exceed 50cc,
b) The clutch must be of centrifugal type,
c) Wheels as per GCR 17.20.8 must be fitted,

17.20.3 50cc Auto Class Machines

17.20.3.1 Eligible Machines are:

MANUFACTURER	MODEL(s)
Cobra	King CX50, CX50FWE
Gas Gas	EC 50
HM	CRX 10/10 Senior, Baja 10/10, X3R
Husqvarna	Husky Boy SF03, CR50
Italjet	Action Outlaw
KTM	SXR PRO SNR, 50SX, SXR PRO JNR, 50 SX 2009
LEM	RX3, RX3 2008, LX2F-USA, CR2, CR2S
Malagutti	RCX10
Polini	XR3
TM	50 C1
Metrakit	MKX50
YCF	50A

and similar machines approved by Board.

17.20.3.2 Machine Requirements:

a) Engine capacity must not exceed 50cc,
b) The gearbox must have one gear,
c) External gearing may be altered,
d) The clutch must be of centrifugal type, and must not alter the external appearance of the machine as it was manufactured,
e) Wheels as per GCR 17.20.8 must be fitted,
f) All machines must remain standard to the OEM specifications for the model. Only the following items may be modified: ~~The appearance of a machine must remain as manufactured provided that the following may be altered:~~
   i) Colour,
   ii) Seat,
   iii) Mudguards,
   iv) Handlebars,
   v) Grips,
   vi) Levers,
   vii) Cables,
   viii) Chains,
   ix) Tyre brand and tread pattern,
   x) Carburettor jets.
g) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame,
h) Throttle limiting devices may be removed,
i) A separate kill switch may be installed in place of the standard,
j) Steel serrated foot pegs may replace standard rubber pegs,
k) After-market exhaust systems and silencers are permitted.

17.20.4 Electric Machines

17.20.4.1 Electric machines may compete with comparable sized machines in Junior competition using the following table:

CLASS	APPROX. POWER OUTPUT	ELECTRIC WHEEL SIZE	EQUIVALENT SIZE [Standard Motorcyles Wheel]
50cc Auto/Demo	Up to 0.75 Kw	12.5" (Rim Bead Diameter 203mm)	8"
50cc Auto/Demo	0.75 to 1 Kw	16" (Rim Bead Diameter 305mm)	12"
65cc	1 to 1.5 Kw	20" (Rim Bead Diameter 396mm)	14.5"

17.20.5 85cc 4-stroke Modified

17.20.5.1 Machine Requirements:

a) OEM Frame,
b) Two-valve cylinder head,
c) Standard gearbox and number of gears to be retained.

17.20.6 Junior Handlebars

17.20.6.1 Handlebars must be securely plugged. The width of handlebars must be not less than 600mm and not more than 850mm.

17.20.7 Junior Tyres

17.20.7.1 Motocross knobby tyres on the rear of any machine over 85cc 2-stroke or 150cc 4-stroke are prohibited.

17.20.8 Junior Wheel Sizes

CLASS	FRONT [Approx. Metric Equiv. in mm]	REAR [Approx. Metric Equiv.in mm]
50cc Auto/Demo Class	10" or 12" [254 or 305]	10" [254]
65cc	14" to 15" [356 to 381]	12" [305]
80cc 4-stroke Standard & Modified	16" to 17" [407 to 432]	14" [356]
85cc 2-stroke & 150cc 4-stroke	15" to 17" [381 to 432]	14" [356]
85cc 2-stroke & 150cc 4-stroke Big Wheel	19" to 21" [482 to 534]	16" to 19" [407 to 482]
85cc 2-stroke & 150cc 4-stroke Big Wheel (Dirt Track & Track)	19" [482]	16" or 17" [407 to 457]
85cc 2-stroke & 150cc 4-stroke Standard Wheel (Dirt Track & Track)	17" [457]	14" [356]
100cc	18" to 21" [457 to 534]	16" to 19" [407 to 482]
125cc & over	17" to 21" [432 to 534]	16" to 19" [407 to 482]
250cc 4-stroke	17" to 23" [432 to 586]	16" to 19" [407 to 482]

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18 SUPERMOTO

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APPLICATION OF CHAPTER

The Rules set out in this chapter are for the discipline of Supermoto.

SECTION 18A: AUSTRALIAN CHAMPIONSHIPS

18.1 CATEGORIES FOR SENIOR AUSTRALIAN SUPERMOTO CHAMPIONSHIPS

CLASS	CAPACITY
Pro	Over 175cc to 250cc 2-stroke & Over 290cc to 450cc 4-stroke
Open	Up to 500cc 2-stroke & Up to 700cc 4-stroke & Up to 45kW Electric
Womens	Up to 500cc 2-stroke & Up to 700cc 4-stroke

18.2 CATEGORIES FOR JUNIOR AUSTRALIAN SUPERMOTO CHAMPIONSHIPS

CLASS/ AGE RANGE	CAPACITY
Lites 9 to 13	Over 65cc to 85cc 2-stroke & Over 90cc to ~~150~~ 160cc 4-stroke & Up to 15kW Electric
Junior 13 to 15	Up to 125cc 2-stroke & Up to 250cc 4-stroke & Up to 25kW Electric

18.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES

18.3.1 Individual Competitions

18.3.1.1 MA medallions will be presented to the 1st, 2nd and 3rd placed riders in each Championship solo class.

18.3.1.2 At least the first 3 place getters in any Australian Championship event must be awarded a sash or similar permanent memento of the achievement by the Promoter, irrespective of MA awards.

18.3.1.3 Medallions and points will be awarded in all other Australian Championships where there are:

a) 10 or more starters for solo classes which actually participate in practice, qualifying or races,

b) 6 or more starters for all female classes which actually participate in practice, qualifying or races.

SECTION 18B: COMPETITION CLASSES

18.4 SENIOR COMPETITION CLASSES

CLASS	CAPACITY
Pro	Over 175cc to 250cc 2-stroke & Over 290cc to 450cc 4-stroke
Open	Up to 500cc 2-stroke & Up to 700cc 4-stroke & Up to 45kW Electric
Clubman	Up to 500cc 2-stroke & Up to 700cc 4-stroke
Veterans	Up to 500cc 2-stroke & Up to 700cc 4-stroke
Womens	Up to 500cc 2-stroke & Up to 700cc 4-stroke

18.5 JUNIOR COMPETITION CLASSES

CLASS/ AGE RANGE	CAPACITY
Lites 9 to 13	Over 65cc to 85cc 2-stroke & Over 90cc to ~~150~~ 160cc 4-stroke & Up to 15kW Electric
Junior 13 to 15	Up to 125cc 2-stroke & Up to 250cc 4-stroke & Up to 25kW Electric

SECTION 18C: COMPETITION RULES

18.6 ELIGIBILITY: GENERAL

18.6.0.1 No person may participate in any competition unless and until that person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that competition.

18.6.0.2 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.

18.6.0.3 The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.

18.6.0.4 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.

18.6.1 Veterans

18.6.1.1 Riders must have turned 35 years before the 1st of January in the year of competition.

18.6.2 Qualification for Classes

18.6.2.1 To qualify for Pro Class, a rider must achieve at least a time equal to 106% of the time recorded by the fastest rider of his class.

18.6.2.2 Any rider who fails to qualify for Pro Class, will be reclassified to the Open Class.

18.6.2.3 Any rider entered into the Clubman Class, who achieves a qualifying time that is at least equal to 106% of the time recorded by the fastest rider of the Open Class shall be reclassified to the Open Class.

18.6.2.4 Race officials may alter the percentage amount, on a per event basis, where it is deemed necessary and in the interests of safety, fairness, competitiveness or the application of the set amount would make the running of the event impractical.

18.6.3 Cross Entry

18.6.3.1 A rider may not cross-enter between Championship classes on the same machine, with the exception of the Womens class.

18.7 ELIGIBILITY: JUNIORS

18.7.1 Junior Competition

18.7.1.1 Juniors only to compete in Junior competitions.

18.7.1.2 No person who is under the age of 16 years may compete in other than a Junior competition in the discipline of Supermoto.

18.7.1.3 In Junior competition,

a) A rider's age on 1st January will determine their age for competition purposes for that year,

b) A rider may move to the next higher age class when they become eligible by reason of celebrating a birthday, but once the rider moves to that higher age class, they may not move back to the lower age class,

c) Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,

d) This GCR applies to all riders up to and including the age of 16 years.

18.7.1.4 No person who is unable to lift his or her machine unaided from the horizontal to the vertical may compete in any Junior competition.

18.7.1.5 Unless otherwise permitted in writing by the Relevant Controlling Body, for any event there must be no greater age variation between competitors than 4 years.

18.7.2 Junior Supermoto Endorsements

18.7.2.1 Endorsements will be issued for:

- 65cc 2-stroke/125cc 4-stroke
- 85cc 2-stroke/150cc 4-stroke
- 200cc 2-stroke
- 250cc 4-stroke

18.8 GENERAL RULES

18.8.1 Homologation

18.8.1.1 For any competition, MA may require that any machine, or any part of a machine, including tyres, be homologated. For homologation details contact MA.

18.8.2 Cameras

18.8.2.1 Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.

18.9 PROTECTIVE CLOTHING AND HELMETS

18.9.0.1 No competitor may practice, start or compete in any Supermoto competition unless wearing the protective equipment and clothing as outlined in Appendix A: Protective Clothing and Helmets.

18.10 MACHINE AND RIDER IDENTIFICATION

18.10.1 Number Plates: Juniors and Seniors

18.10.1.1 For all competitions three number plates must be fitted; one at the front and one on

each side.

18.10.1.2 Front number plates must have figures which are clearly visible at a distance of 20 metres. Figures must be in a contrasting colour to the number plate.

18.10.1.3 Advertising is permitted on all machines, but must be at least 25mm clear of the number plate background and the rider's name by either a gap or a contrasting colour strip, unless the advertising is an integral part of the back plate cover.

18.11 RACE MEETING PROTOCOLS

18.11.0.1 Senior classes of the same capacity may be combined if provided for in supplementary regulations.

18.11.1 Flags and Signals

18.11.1.1 The minimum dimensions of all flags must be 500mm x 500mm.

18.11.1.2 Track flags and signals as per Appendix B: Flags and Signals.

18.11.1.3 The National flag signifying the start of an event may be replaced by:

a) A light signal,
b) A starting tape,
c) A rubber band, or
d) A dropping gate.

18.11.2 Measurement at Meetings

18.11.2.1 A Steward of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the Relevant Controlling Body.

18.11.2.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

18.11.3 Measurement: Australian and State Championship Events

18.11.3.1 For all Australian and State Championship events:

a) All machines must have provision for the placement of sealing wire,
b) An entrant may request that the entrant's machine be measured and sealed before the event. As soon as practicable after receiving the request the measurer for the event must measure and seal the machine. Any machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the event,
c) The 1st, 2nd, 3rd and 4th placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, and the event result will be provisional,
d) At the conclusion of that period, if no protest is received, the result will be final,
e) If the machines are to be ridden in another event within that period, they must be sealed before being returned to the competitor for that event,
f) If no protest is received within that period, the seals may be removed,
g) Any machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the Relevant Controlling Body within 21 days after the event,
h) No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

18.11.4 Grid Positions

18.11.4.1 There must be a maximum of 3 riders per row with a minimum of 1.5 metres between riders.

18.11.4.2 There must be a minimum of 4 metres between rows.

18.11.5 Starts

18.11.5.1 All competitors must, in relation to the start of any event, comply with directions issued by, and under the authority of, the Starter. For such purposes the Starter, on the instructions of a key official, may:

a) Delay a start,
b) Direct a re-start,
c) Direct a competitor to start from:
   i) The back of the starting grid,
   i) The pit lane,
   ii) The rear of the field, or
   iii) Such other position as shall be required for the safe, fair and

orderly start of the event.

d) Exclude a competitor who is late for the start.

18.11.5.2 The method of starting will be as prescribed by supplementary regulations.

18.11.5.3 The start of an event occurs:

a) When the order to start is given, or

b) For flying starts, when the starting line is crossed.

18.11.5.4 Unless otherwise provided for in the supplementary regulations, massed starts must be used.

18.11.5.5 Unless otherwise provided for in the supplementary regulations, qualifying for starting grid positions must be held.

18.11.5.6 In the absence of qualifying, the Clerk of Course must allocate starting grid positions.

18.11.6 Finishes

18.11.6.1 For events where speed is the determinant:

a) A chequered flag must be displayed to each competitor as each crosses the line, with the flag being displayed:

i) To the first to complete the event, who will, subject to the results of any protests, be the winner, and

ii) Thereafter to each competitor who:

- Has completed not less than 75% of the event distance,
- Is still competing in the event on the lap in which the chequered flag is displayed to the winner, with the sequence of completion of the event being the determinant of placings.

b) The finish of the event occurs when the flag is displayed to the last competitor under GCR 18.11.6.1 a),

c) The finish occurs for each machine when the foremost part of the machine crosses the line,

d) On a solo machine the competitor must finish the event in contact with the machine,

e) In case of a dead heat between competitors for a place:

i) The places and the awards for those places will be combined,

ii) The participants in the dead heat will share the places and awards equally,

iii) The remaining places will be relegated by the number of participants in the dead heat.

18.11.7 Juniors: Starts and Finishes

18.11.7.1 In addition to the general start requirements for all competitors, Juniors must comply as follows:

a) Competitors may use up to 2 starting blocks (one per side) which will not interfere with the competitor, or any other competitor, or their machines and must be able to start in the event unaided while sitting on the machine,

b) When assembled for the start of an event, and during the event, no competitor may receive outside assistance other than at the direction of the Steward, the Clerk of Course or the Starter,

c) Pit board signals will not be used in Junior competition. Riders/pit crew who fail to obey this instruction are liable to exclusion for the duration of the competition,

d) When the number of competitors exceeds one full grid:

i) Elimination heats and semi-Finals must be held,

ii) The Relevant Controlling Body may direct that events be decided by a Final or Finals, consisting of a number of rounds.

18.11.8 Stopping Events

18.11.8.1 Where an incident causes an event to be stopped, the Steward or Clerk of Course may declare the event complete if at least ~~75%~~ 2/3rds of the event distance or time, whichever is the less, has been run.

18.11.8.2 The results so declared will be based on the placings at the finish line of the last full lap completed before the incident but will exclude those competitors who:

a) Caused the incident, or

b) Having been involved in the incident could not continue in the

event.

18.11.9 Stopping and Re-Running Events

18.11.9.1 The Steward or Clerk of Course who has excluded a competitor for unfair conduct and considers that such conduct has:

a) Given an advantage to the team of which the offender is a member, or

b) In the case of a non-team event, jeopardised the fair chances of one or more of the other competitors in the event,

may declare the event void and order a re-run.

18.11.9.2 If the event continues, any competitor unable to cross the finish line as a result of such conduct on the part of the excluded competitor may be deemed to have finished the race in the place:

a) Held immediately before such conduct, or

b) Having regard to any advancement in placing following the exclusion, in some other place.

18.11.9.3 A Steward or Clerk of Course may stop an event and order it to be re-run if it would be dangerous for it to continue.

18.11.9.4 In any re-run:

a) Any competitor who:

i) Fell in the stopped event as a result of having been fouled,

i) Intentionally laid down their machine in the interests of safety, or

ii) Left the course in the interests of safety,

may participate.

b) Any competitor who:

i) Caused or contributed to the event being stopped,

iii) Failed to start in,

iv) Retired from,

v) Was excluded from, or

vi) Had been lapped during the course of the stopped event,

may not participate.

18.11.9.5 Where the Steward or Clerk of Course has stopped a race due to danger the following will apply:

a) If no more than two laps of the stopped race were completed:

i) The stopped race will be declared null and void,

ii) The race may be re-run,

iii) The re-run race will be for the full race distance,

iv) The original grid positions will be used,

v) The place of any machine unable to take part in the re-run race will be left vacant,

vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer.

b) If more than two laps, but less than ~~75%~~ 2/3rds of the race distance, have been completed:

i) The race may be re-started, but only once,

ii) The re-start must occur no more than 30 minutes after the race has been stopped,

iii) The re-started race distance will be equal to the balance of the stopped race distance,

iv) Positions on the grid for the re-started race will be determined by the order of competitors at the finish line of the last full lap of the stopped race,

v) Only competitors who have completed at least 75% of the laps completed by the leading competitor at the time of stopping will be permitted to participate in the re-started race,

vi) Machines may be repaired or replaced provided they have been approved by the Scrutineer,

vii) The stopped race and any re-run will be deemed to be parts of the one race,

viii) The winner will be the competitor having the highest number of laps at the finish,

ix) Where two or more competitors complete the same number of laps the winning order will be determined by the time taken by each to complete those laps,

x) If at least ~~75%~~ 2/3rds of the scheduled race distance is completed full points will be awarded,

xi) If less than ~~75%~~ 2/3rds of the scheduled race distance is completed half points will be awarded.

18.11.9.6 If the race is interrupted after the chequered flag, the following procedure will apply:

a) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.

b) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.

c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

18.11.10 Jump Starts

18.11.10.1 Each machine must remain stationary within its grid position until the start signal is given. A jump start occurs **when there is any movement from** the machine, or the machine is not in its nominated grid position when the **field is in the starters control prior to** the start being given. ~~If the front wheel spindle of the motorcycle crosses the line which marks the front of that riders' starting position on the grid before the red light goes out, this will be considered as a jump start.~~

18.11.10.2 Upon the recommendation of the Clerk of Course, a board reading "Jump Start" together with the rider's number will be displayed at the start/finish line to a rider who committed the jumped start.

~~18.11.10.3 The penalty for a jump start is a mandatory 15 seconds to be added to the infringing rider(s) time(s).~~

18.11.11 Scoring

18.11.11.1 All races will be scored using the scoring system below:

PLACE	POINTS	PLACE	POINTS
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

18.11.11.2 An alternative points scoring system may be approved for an MA series or event.

18.11.11.3 If a tie on points occurs for any position in an event which is conducted over more than one leg, the tying competitor who has the higher finishing position in the final leg of the event will be awarded the position.

18.11.11.4 If a tie on points occurs for any position in a series, the tying competitor who has the greatest number of higher placings in the series will be awarded the position.

18.11.12 Change of Machine during a Competition

18.11.12.1 During any competition, other than an attempt at a record, no machine may be exchanged for another unless permitted under these Rules or any supplementary regulations.

18.11.13 Radio Communication

18.11.13.1 Radio communications with riders is not allowed, and will be classed as outside assistance.

SECTION 18D: TECHNICAL REGULATIONS

18.12 SOUND EMISSIONS

18.12.0.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

18.13 FUEL

18.13.0.1 Fuel for all machines must be as per Appendix C: Sound Emissions & Fuel.

18.14 ENGINES

18.14.1 Reciprocating Engines

18.14.1.1 The formula for calculation of capacities and classes:

$$\text{Cubic capacity} = \frac{D^2 \times 3.1416 \times C \times N}{4}$$

Where:
D = Bore in centimetres
C = Stroke in centimetres
N = Number of cylinders

18.14.2 Engine Capacity Tolerances

18.14.2.1 The actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%.

18.14.3 Allowable Engine Types

18.14.3.1 Internal combustion engines - Only single or twin cylinder engines may be used,

18.14.3.2 Electric engines.

18.15 FRAMES AND PARTS

18.15.0.1 **The use of titanium in the construction of the frame, the front forks, the** handlebars, the swinging arm, the swinging arm spindles and the wheel **spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of** titanium alloy nuts and bolts is allowed.

18.15.1 General

18.15.1.1 Plugs or caps which, if removed, permit the discharge of any lubricating, cooling or hydraulic fluids, must be wire-locked or otherwise secured in the tightened position in a manner approved by the Scrutineer.

18.15.1.2 Lock wiring used on oil and water filler caps and drain plugs must be visible.

18.15.1.3 Where flexible oil lines other than those supplied as standard equipment by the original machine manufacturer are used, they must incorporate high pressure hose secured by high pressure connections. Worm drive hose clamps may not be used.

18.15.1.4 All hoses must be securely fitted and guarded to prevent contact with:

a) The ground,

b) Tyres or other moving parts over the full movement of the suspension.

18.15.1.5 Electric bikes must be fitted with an effective ignition cut-out switch operating on the primary circuit secured to the handlebars and attached by a lanyard to the rider's wrist while the machine is in operation **such that a separation of the machine** and rider will activate the ignition cut-out circuit.

18.15.1.6 On all engines, an oil catch tank of 300cc minimum, properly fastened, or a closed breather system must be installed.

18.15.1.7 The only liquid coolants permitted are water and non-glycol coolants. Glycol and coolants manufactured with glycol are not allowed.

18.15.1.8 Lubricating, cooling and hydraulic fluid levels must be maintained within manufacturers' specifications.

18.15.1.9 A non-return valve must be fitted to the tank breather.

18.15.2 Fuel Tanks

18.15.2.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

18.15.3 Exhaust Systems

18.15.3.1 Exhaust systems must:

a) Be fitted with silencers,

b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread.

18.15.4 Centre and Side Stands

18.15.4.1 Centre and side stands must be removed for all types of competition in Supermoto.

18.15.5 Footrests

18.15.5.1 Footrests must:

a) Be well rounded and designed so as to ensure that no dangerous edges are created due to wear.

b) Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.

18.15.6 Handlebars

18.15.6.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

18.15.6.2 Handlebar levers must:

a) Have ball ends with a minimum diameter of:

i) 15mm, for levers longer than 76mm,

ii) 10mm, for levers shorter than 76mm.

b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

18.15.6.3 Throttle controls must be self-closing.

18.15.7 Junior Handlebars

18.15.7.1 85cc 2-stroke and 150cc 4-stroke solo handlebars must be securely plugged and have no greater width than 800mm.

18.15.8 Kick Start Levers

18.15.8.1 Kick start levers, other than transverse, must be folding.

18.15.9 Drive Chain Protection

18.15.9.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.

18.15.9.2 A chain guard made of suitable material must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

18.15.9.3 Projecting sprockets, which are not behind a clutch assembly or directly behind a frame member, must be guarded.

18.15.10 Tyres

18.15.10.1 Knobby tyres are not permitted.

18.15.10.2 Additional cuts and/or grooves may be made to tyres.

18.15.11 Rims

18.15.11.1 Any rim size can be used in all classes.

18.15.12 Brakes

18.15.12.1 A pin or locknut must be fitted to the brake pad fixture. The safety wire used on the brake caliper bolts must be visible.

18.15.13 Hand Protectors

18.15.13.1 If hand protectors are used, they must be of a shatter proof material.

SECTION 18E: MINIMOTARD

18.16 COMPETITION CLASSES

CLASS/AGE RANGE	CAPACITY
Senior	Up to 85cc 2-stroke, Up to 160cc 4-stroke & Up to 15kW Electric
Junior 9 to Under 16	Up to 85cc 2-stroke, Up to 160cc 4-stroke & Up to 15kW Electric

18.17 COMPETITION RULES

18.17.1 Grid Positions

18.17.1.1 There must be a maximum of 3 ~~5~~ riders per row with a minimum of 1 metre between the riders; and

18.17.1.2 There must be a minimum of 2 metres between rows.

18.17.1.3 No more than 30 riders may participate in each race.

18.17.1.4 Junior riders (under 16 years) cannot compete with Senior riders.

18.18 ENGINES

18.18.1 As per GCR 18.14 plus:

18.18.1.1 Lock wiring used on oil and water filler caps and drain plugs must be visible.

18.18.1.2 A non-return valve must be fitted to the tank breather pipe.

18.18.1.3 Minimotards may have manual or automatic gearboxes.

18.18.1.4 Minimotards must be fitted with a hose running from the crankcase breather into a catch tank with a minimum capacity of 200cc.

18.19 FRAMES AND PARTS

18.19.0.1 Must be a Motard designed bike, no road race type bikes allowed.

18.19.0.2 Handlebar levers must have ball ends with a minimum diameter of 10mm.

18.19.0.3 Electric bikes must be fitted with an effective ignition cut-out switch operating on the primary circuit secured to the handlebars and attached by a lanyard to the rider's wrist while the machine is in operation such that a separation of the machine and rider will activate the ignition cut-out circuit.

18.19.1 Wheels and Tyres

18.19.1.1 Knobby tyres are permitted.

18.19.1.2 Treaded road tyres or slicks may be used.

18.19.1.3 Maximum wheel size 12" diameter.

18.19.2 Brakes

18.19.2.1 Front brake caliper bolts must be lock wired.



19 TRIAL

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APPLICATION OF CHAPTER

The Rules set out in this chapter are for Trial.

Everything that is not authorised and prescribed in this chapter is strictly prohibited.

SECTION 19A: AUSTRALIAN CHAMPIONSHIPS

19.0.0.1 Promoters must ensure that the standards of sections must provide for all levels of competitor in each class. A rider advocate may be appointed by the Clerk of Course to assist with the standards of sections.

19.0.0.2 At all Australian Championships competitors must place an MA supplied logo on the front ~~number~~ **identification** plate of their machines prior to competition.

19.1 CATEGORIES FOR SENIOR AUSTRALIAN TRIAL CHAMPIONSHIPS

SENIOR TRIAL
Solo
Sidecar
Classic
Twin-Shock ~~Post Classic~~
Youth 13 to Under 19
Veteran 40 to 55
Veteran 55+
Women

19.2 CATEGORIES FOR JUNIOR AUSTRALIAN TRIAL CHAMPIONSHIPS

CLASS/ AGE RANGE	CAPACITY
Junior 7 to under 11 ~~13~~	Up to 80cc / 1.5kW ~~Up to 125cc~~
9 to under 13	Up to 125cc / 10kW
Junior Open 12 ~~13~~ to under 16	Up to 125cc / 10kW
Junior Women 7 to under 13 ~~16~~	Up to 125cc / 10kW
Junior Women 12 to under 16	Up to 125cc / 10kW

19.3 CHAMPIONSHIP MEDALLIONS AND TROPHIES

19.3.1 Individual Competitions

19.3.1.1 MA medallions will be presented to the 1st, 2nd and 3rd riders in each Championship solo class and the 1st, 2nd and 3rd rider and passenger in the Championship sidecar class at all Australian Championship meetings.

19.3.2 All Competitions

19.3.2.1 At least the first 3 place getters in any Australian Championship event must be awarded a sash or similar permanent memento of the achievement by the promoter, irrespective of MA awards.

19.3.2.2 Medallions and points will be awarded in Australian Championships where there are 5 or more starters.



SECTION 19B: COMPETITION CLASSES

19.4 SENIOR COMPETITION CLASSES AND GRADES

CLASS	AGE	GRADE	CONDITIONS
Open Solo	Open	May be divided into Expert, A, B, C, and Clubman	
Open Women	Open	May be divided into A and B	
Open Sidecar	Open	May be divided into A and B	
Veteran	40 - 55 ~~49~~ 55+ ~~- 59 60 - plus~~		All competitors within each of these classes will compete without handicap
Classic	Open		For machines first available to the general public before 1965
~~Post Classic~~ Twin Shock	Open		For machines manufactured before 1986. The machines may not be fitted with disc brakes or mono-shocks
~~Air Cooled Mono-Shock~~	~~Open~~		
Masters	35 - plus		No handicapping system will apply
Youth	For competitors aged between 13 and under 19 ~~21~~ years at the first day of the event		This class will compete using the B Level sections. ~~Masters lines~~

19.5 JUNIOR COMPETITION CLASSES

CLASS/ AGE RANGE	CAPACITY
4 to under 9 Non-Comp Mini Trial Small Wheel	Up to 50cc / 1.5kW
7 to under 11 ~~10,~~	Up to 80cc / 1.5kW
9 to under 13 12 ~~13~~ to under 16 Junior	Up to 125cc & Up to 10Kw
7 to under 13 Classic & Twin-Shock ~~Post Classic~~	Up to 200cc
12 ~~13~~ to under 16 Classic & Twin-Shock ~~Post Classic~~	Open Capacity
7 to under 13 Classic & Twin-Shock ~~Post Classic~~ Women	Up to 200cc
12 ~~13~~ to under 16 Classic & Twin-Shock ~~Post Classic~~ Women	Open Capacity

SECTION 19C: COMPETITION RULES

19.6 ELIGIBILITY: GENERAL

~~19.6.0.1 No person may participate in any competition, other than an Australian Championship, unless and until that person's protective clothing/equipment and machine have been examined and approved by the Scrutineer for that competition.~~

19.6.0.1 No person may participate in any competition ~~Australian Championship~~ unless and until:

a) That person's protective clothing/ equipment, and machine have been examined and approved by the Scrutineer for that meeting, or

b) If stipulated in supplementary regulations, the person provides the Scrutineer with a signed checklist that the protective clothing/ equipment and machine have been self-scrutineered.

19.6.0.2 At scrutineering, competitors must produce documents or other evidence as required to verify engine and frame identity.

19.6.0.3 The onus of proving that a competitor, and the competitor's machine and protective clothing/equipment, are eligible to compete, is on the person seeking to prove it.

19.6.0.4 Where any Rule prohibits the modification of any machine or class of machines, that machine or that class will be deemed to have been modified if any part or parts thereof have been altered from the machine or class as manufactured by the machine manufacturer.

19.6.0.5 In the interpretation of any Rule relating to the design requirements for any machine or class of machines, reference may be made to relevant diagrams appearing in these Rules.

19.7 ELIGIBILITY: JUNIOR

19.7.0.1 Juniors only to compete in Junior competitions.

19.7.0.2 In Junior competition,

a) A rider's age on 1st January will determine their age for competition purposes for that year,

b) A rider may move to the next higher age class when they become eligible by reason of celebrating a birthday, but once the rider moves to that higher age class, they may not move back to the lower age class,

c) Any points earned by the rider in the lower age class cannot be transferred when the rider moves to the higher age class,

d) This GCR applies to all riders up to and including the age of 16 years.

19.7.0.3 Subject to GCR 19.7.0.2, a person under the age of 16 years may compete in Trial in other than a Junior competition.

19.7.0.4 No person who is unable to lift his or her machine unaided from the horizontal to the vertical may compete in any Junior competition.

19.7.0.5 No applicant will be issued with their first competition licence if they are under the age of 7 years.

19.7.0.6 A Relevant Controlling Body may grade Junior competitors according to their respective skills.

19.7.1 Junior Endorsements

19.7.1.1 Endorsements will be issued for:

- Up to 125cc
- Up to 200cc
- Trial Open Capacity
- Trial Electric Bike

19.8 GENERAL RULES

19.8.1 Homologation

19.8.1.1 For any competition, MA may require that any machine, or any part of a machine, including tyres, be homologated. For homologation details contact MA.

19.8.2 Cameras

19.8.2.1 Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.

19.9 PROTECTIVE CLOTHING AND HELMETS

19.9.0.1 No competitor may practice, start or compete in any Trial competition unless wearing the protective clothing and equipment as outlined in Appendix A: Protective Clothing and Equipment.

19.10 MACHINE AND RIDER IDENTIFICATION

19.10.1 Identification Plates

19.10.1.1 Identification plates must:

a) Measure 200mm x 150mm +/-10%,

c) Have the riders name displayed on the identification plate, using lettering 25mm high.

19.10.1.2 Identification plates may include reference to:

a) Where a rider completed the Australian Trial Championship in the first 10 places in the previous year, that riders place in the Championship, and

b) The riders club or sponsor, providing the background colour of the plate remains prominent and clearly visible.

19.10.2 Rider and Grade Identification

19.10.2.1 The following grades will have the following identification plates:

CLASS/GRADE	PLATE BACKGROUND COLOUR
Expert	Green Plate
~~Open Solo~~ A grade	Red
Youth Masters B grade	Yellow
Veterans 55+ Veterans 40+ Post Classic Open Junior Air-cooled Mono shock C grade Women	Blue
Junior Women Juniors 7 to under 13 Clubman	White
Sidecars - A grade	Red
Sidecars - B grade	Yellow
Classic	Black

19.11 MEETING PROTOCOLS

19.11.1 General

19.11.1.1 The result of a Trial or any class of Trial is decided on the total number of points lost, the winner being the competitor who loses the least number of points.

19.11.1.2 In the hearing and determination of any protest or appeal arising out of a Trial, video evidence may not be used.

19.11.1.3 In the event of a tie in points, the tie is to be broken as follows:

a) The competitor who completes the greatest number of sections without loss of points wins,

b) If the tie continues, the competitor wins who completes the greatest number of sections with the loss of 1 point, 2 points, 3 points and so on,

c) If there is still a tie, a ride-off must take place, starting at a section ~~from the 1st section at a severity level~~ decided by the Clerk of Course and continuing ~~in numerical order~~ until the tie is broken.

19.11.1.4 Meetings may be held in the following categories:

a) Trial,

b) No-Stop Trial,

c) Super Trial.

19.11.1.5 Unless otherwise stipulated in supplementary regulations, all meetings will run using the Trial rules described in GCR 19.11

19.11.2 Courses

19.11.2.1 Observed sections:

a) Must be clearly named or numbered,

b) Must have a clearly marked start and finish,

c) Must have clearly marked boundaries,

d) Must be preceded by an observed area of the route where the competitors are controlled,

e) Must, wherever possible, be bounded by natural obstacles, although artificial boundaries may be used to define the lateral limits of sections,

f) May be reduced in places by the use of gates at a minimum width of 1200mm for solos and 2000mm for sidecars.

19.11.2.2 A machine is deemed to be in an observed section from the time the front axle passes the “Section Begins” gate until the front axle passes the “Section Ends” gate.

19.11.2.3 The order of sections will be determined by the promoter and listed in the Supplementary Regulations. ~~Riders must attempt the sections in sequential order. Promoter has the ability to start individual classes at different sections on the course.~~

19.11.2.4 Passage through section must be indicated by gates which consist of:

a) Two arrows pointing inwards,

b) An arrow and a natural obstacle or boundary,

c) Coloured rectangles, red for right

and white for left may be used to indicate section outer boundaries.

19.11.2.5 The available width between two successive gates may be limited by means of tape which must be:

a) Placed no more than 500mm above the ground,

b) Not inside the line of markers on the same side.

19.11.2.6 Where a section is marked by stakes they must be:

a) Of flexible material,

b) Connected by tape placed no more than 500mm above the ground,

c) Coloured red for right,

d) Coloured white for left.

19.11.2.7 The Promoter:

a) May modify the design of a section between the passage of the last competitor on one lap and the first competitor on the following lap, and

b) Must give adequate notice to competitors of these modifications provided that such modification will not justify a supplementary time allowance for the modified section to be inspected.

19.11.3 Penalties: Competitions

19.11.3.1 The following terms have the following respective meanings:

a) Footing occurs when:

i) Any part of the body of the rider touches the ground and or obstacle (tree, rock etc.) either inside or outside of the boundary marker or tape,

ii) Any part of the machine other than the:

- Footrests,
- Wheels,
- Tyres,
- Engine casing,
- Frame,
- Protection plates under the engine,
- Sidecar body, touches the ground or an obstacle without stopping progress of the machine,

iii) Sliding a foot along the ground is deemed to be footing more than twice,

iv) For Super Trial, the skid plate or engine cases touches the ground or obstacle.

b) Stopping occurs when the machine fails to maintain forward progress relative to the direction of the course,

c) Dismounting occurs when the rider has both feet on the ground, on the same side of or behind the machine.

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19.11.3.2 The penalties on the following tables apply:

INFRINGEMENT	POINTS LOST		
	TRIAL	NO-STOP TRIAL	SUPER TRIAL
Footing once	1	1	1
Footing twice	2	2	2
Footing more than twice	3	3	3
Stopping without footing	0	5	0
Stopping whilst footing once	1	5	5 1
Footing twice whilst stopped	2	5	5 2
Footing more than twice whilst stopped	3	5	5 3
Moving backwards without footing	5	5	0
Moving backwards whilst footing	5	5	5
Moving either wheel sideways whilst stopped, without footing	0	5	0
The machine crosses a boundary with either wheel, that wheel being on the ground	5	5	5
The machine passes the wrong side of a boundary or grade marker for a riders own grade with either wheel, that wheel being on the ground.	5	5	5
The machine jumps over a boundary or marker for a riders own grade with both wheels to avoid part of a course.	5	5	5
Breaking a boundary tape or dislodging a boundary marker	5	5	5
Riding over, touching or riding on or dislodging a grade marker for a riders own grade.	5	5	5
Missing a gate or riding through a gate in the wrong direction, for a riders' own grade.	5	5	5
Rider does not have both hands on the handlebar when he foots, whilst stationary	5	5	5
Engine stopping whilst rider stationary and rider footing or leaning	5	5	5
Engine stopping whilst stationary (sidecars only)	5	5	5
Crossing machine tracks whilst moving forward	5	5	5
The handlebar of the motorcycle touches the ground	5	5	5
Dismounting from the machine with both feet on the ground, on the same side or behind the machine	5	5	5

INFRINGEMENT	POINTS LOST
	ALL TRIAL
Practicing on course prior to event	Exclusion
For disorderly conduct towards an official	100
Rider or Minder arguing with an official	10
Not vacating a section after failure	10
Handing in scorecard after finish time (per minute)*	1
Handing in scorecard more than 30 minutes after finish time*	Exclusion
Losing a scorecard (per section)	5
Rider or Minder altering a section	5
Missing a section	5
Refusing to attempt a section	5
Minder obstructing or conversing with observer regarding scoring	5
The rider does not have the lanyard cut-out switch attached to the wrist while in the section	5
Late to Scrutineering (per minute)	1

* Or as detailed in the supplementary regulations

19.11.3.3 The greatest penalty incurred in a section is the only one to be taken into account for each competitor.

19.11.3.4 A competitor who receives the maximum five point penalty in a section must vacate that section either:

a) At the first available opportunity, or

b) As directed by an official.

19.11.3.5 A time allowance of 90 seconds is allowed for each rider to complete each section. Each rider who fails to complete a section within the 90 second time allowance will be deemed to have failed that section. The time will start when the rider passes the section beginning line. The decision of the observer in charge of this time measurement shall be deemed a statement of fact.

Note: This rule will be applied to the National Championships, and to all State Championship rounds. Subject to inclusion in the supplementary regulations, any promoter may choose to apply this rule to other open events.

19.11.3.6 Where necessary, for Trial, organisers may include a time limit to complete the first lap. This instruction should be included and defined in the supplementary regulations.

19.11.4 Minder

19.11.4.1 Each competitor in an event may have a Minder who, for the purposes of these Rules, will be a competitor.

19.11.4.2 A Minder must be identified as such in accordance with the requirements of the supplementary regulations.

19.11.5 Change of Machine during a Competition

19.11.5.1 During any competition, no machine may be exchanged for another unless permitted under these Rules or any supplementary regulations.

~~19.11.6 Radio Communication~~

~~19.11.6.1 Radio communications with riders is allowed in Trial.~~

19.11.6 Measurement at Meetings

19.11.6.1 A Steward of a meeting may direct the measurement of the capacity of the engine of any machine, to be carried out at the conclusion of the meeting. Until the measurement is completed the machine must remain under the control of the Relevant Controlling Body.

19.11.6.2 If an engine is measured at the request of a rider or entrant, that rider or entrant is liable for the cost of the measurement.

19.11.7 Measurement: Australian and State Championship Events

19.11.7.1 All machines must have provision for the placement of sealing wire.

19.11.7.2 An entrant may request that the entrant's machine be measured and sealed before the event. As soon as practicable after receiving the request the measurer for the event must measure and seal the machine. Any machine examined under this sub-rule may, on application by the entrant, at the discretion of the measurer, be exempted from further examination at the event.

19.11.7.3 The 1st, 2nd, 3rd and 4th placed machines must be impounded for a period of 30 minutes immediately following the event, pending any protest, and the event result will be provisional,

a) At the conclusion of that period, if no protest is received, the result will be final,

b) If the machines are to be ridden in another event within that period, they must be sealed before being returned to the competitor for that event,

c) If no protest is received within that period, the seals may be removed,

19.11.7.4 Any machine sealed as the result of a protest may only be measured by a measurer. All measurer's reports, together with the seals, must be delivered to the Relevant Controlling Body within 21 days after the event,

19.11.7.5 No prize monies may be paid until measurer's reports and seals are received or the expiration of 21 days whichever occurs first.

SECTION 19D: TECHNICAL REGULATIONS

19.12 SOUND EMISSIONS

19.12.0.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

19.13 FUEL

19.13.0.1 Fuel for all machines must be as per Appendix C: Sound Emissions & Fuel.

19.14 ENGINES

19.14.1 Reciprocating Engines

19.14.1.1 The Formula for calculation of capacities and classes:

$$\text{Cubic capacity} = \frac{D^2 \times 3.1416 \times C \times N}{4}$$

Where:

D = Bore in centimetres

C = Stroke in centimetres

N = Number of cylinders

19.14.2 Engine Capacity Tolerances

19.14.2.1 The actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%.

19.15 FRAMES AND PARTS

19.15.0.1 The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm, the swinging arm spindles and the wheel spindles, is forbidden unless OEM. The use of light alloys for wheel spindles is also forbidden unless OEM. The use of titanium alloy nuts and bolts is allowed.

19.15.1 Fuel Tanks

19.15.1.1 Fuel tanks may be constructed from any material that has been approved by the Australian Standards Association as a petrol or fuel container material.

19.15.2 Tyres

19.15.2.1 Tyres must comply with the following:

a) Metal studs, spikes, chain, rope or other non-skid attachments and paddle or scoop treaded tyres may not be used unless permitted by the relevant supplementary regulations.

b) Treads on tyres must be at least 1mm deep on any part of the tyre that comes in contact with the ground.

19.15.3 Tyre Types

19.15.3.1 With the exception of mini-bikes and the sidecar tyres of sidecars, tyres must be of a Trial Universal pattern on all machines.

19.15.4 Ignition Cut-Out Switch

19.15.4.1 All machines must be fitted with an effective ignition cut-out switch operating on the primary circuit secured to the handlebars and attached by a lanyard to the rider's wrist while the machine is in operation such that a separation of the machine and rider will activate the ignition cut-out circuit.

19.15.5 Design and Dimensions

19.15.5.1 When brake cam arms or levers are of open or hooked type, the brake actuating rod or cable must be secured so as to prevent accidental dislodgement.

19.15.6 Centre and Side Stands

19.15.6.1 Centre and side stands may remain on machines for Trial.

19.15.6.2 Centre and side stands must be secured in the closed position.

19.15.7 Kick Start Levers

19.15.7.1 Kick start levers, other than transverse, must be folding.

19.15.8 Mudguards

19.15.8.1 Either a rear mudguard or a seat must be fitted which extends at least 20 degrees to the rear of a vertical line drawn through the rear wheel axle.

19.15.8.2 Mudguards must be made of a material, which is not liable to cause personal injury if deformed.

19.15.9 Footrests

19.15.9.1 Footrests must:

a) Be well rounded and designed so as to ensure that no dangerous edges are created due to wear.

b) Not touch the ground at lean unless they are hinged or pivoted and controlled by a return spring.

19.15.10 Handlebars

19.15.10.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.

19.15.10.2 Handlebar levers must:

a) Have ball ends with a minimum diameter of:

i) 15mm, for levers longer than 76mm,
ii) 10mm, for levers shorter than 76mm.

b) Measure no more than 200mm from the fulcrum to the extremity of the ball.

19.15.10.3 Throttle controls must be self-closing.

19.15.11 Drive Chain Protection

19.15.11.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.

19.15.11.2 The guard must be constructed of:

a) Metal having a minimum thickness of 1.6mm, which may be mesh or expanded metal provided the openings do not exceed 10mm, or

b) Fibreglass having a minimum thickness of 3mm.

19.15.11.3 If a plastic, fibreglass or part open chain guard is used, a steel bolt of not less than 10mm diameter, placed outside the bottom rear quadrant of the clutch sprocket. This bolt, if damaged, must be replaced.

19.15.11.4 Projecting sprockets, which are not behind a clutch assembly or directly behind a frame member, must be guarded where the sprocket teeth are further than 30mm from a frame member or swinging arm.

19.15.11.5 A counter shaft sprocket which is more than 30mm from the outside of the swing arm pivot, must be covered.

19.15.11.6 A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

19.15.12 Exhaust Systems

19.15.12.1 Exhaust systems must:

a) Be fitted with silencers,

b) Terminate at a point not more than 25mm beyond the rear extremity of the rear tyre tread,

c) Be attached as closely as practicable to the machine and in a manner that does not, in the opinion of the Scrutineer, create a hazard to other competitors,

d) Where separate silencers are fitted, have a minimum of two mountings or locking screws on all machines which have a capacity in excess of 85cc,

e) Where silencers are re-packable, have safety wired securing bolts.

SECTION 19E: TECHNICAL REGULATIONS: CLASSIC AND SIDECARS

19.16 CLASSIC TRIAL

19.16.1 Eligibility

19.16.1.1 The eligibility and dating of Classic Motorcycles shall be considered in terms of major and minor components and the period of the motorcycle shall be the period of the latest major component. The responsibility for proving eligibility is on the individual seeking approval.

19.16.1.2 Major components are:

a) All engine and gearbox external castings,

b) Frames,

c) Brakes,

d) Wheel hubs, and

e) Forks.

19.16.1.3 Major components that were manufactured outside the period, but which are visually indistinguishable from period components shall be eligible for that period.

19.16.1.4 All other components shall be considered as minor components.

19.16.1.5 Minor components may be modified or updated provided that they remain visually compatible with the period being depicted.

19.16.1.6 For the purposes of determining eligibility machines are categorised as follows:

a) Pre 1965:

i) Manufactured before 31st December 1964,

~~b) Pre 1965 Heavyweight Solo:~~

~~i) Non-unit construction engines with an original capacity of over 250cc, or~~

~~ii) Unit construction engines with an original capacity of over 350cc.~~

~~b) Pre 1965 Lightweight Solo:~~
~~i) Non-unit construction engines with an original capacity of 250cc or less,~~
~~ii) Unit construction engines with an original capacity of 350cc or less.~~

b) Special
i) Machines first available to the general public before 1 January 1968,
ii) Any such machines that have been modified to provide the ground clearance or chassis performance consistent with the Post Classic era,
iii) D10/14 Bantam, BSA C15F/G, M10 Bultaco, and aftermarket-framed machines are eligible for this category (not Pre 1965).

c) ~~Post Classic~~ Twin Shock:
i) For models designed and first manufactured between 1st January 1965 to 31st December 1986,
ii) Disc brake models are not eligible.

19.17 SIDECARS

19.17.1 Design and Dimensions

19.17.1.1 There must be a platform and nose cone or platform and front plates with the following dimensions:
a) Overall length must be at least 775mm,
b) The wheel track must be at least 750mm,
c) The nose cone or front plate must be at least 200mm wide and 200mm high at the rear. The nose cone must taper to at least 100mm at the front,
d) The width from the rear of the nose cone to the rear of the sidecar must be at least 200mm,
e) The inner sideboard of the platform must be either 130mm high or there must be a gap of no more than 50mm between the sideboard and any adjacent point on the motorcycle.

19.17.1.2 The sidecar and machine wheels, if exposed, must be valanced on the inside.

19.17.1.3 Passenger grab rails, handles and straps may be fitted.

19.17.1.4 Sidecar wheel drive is prohibited.

19.17.1.5 Efficient brakes must be fitted to the front and rear wheels.



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20 MINIKHANA

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APPLICATION OF CHAPTER

The following Minikhana rules are written to facilitate the organisation of uniform, safe and fair competitions.

The express purpose of Minikhana motorcycling is the development of riding skills and techniques for junior competitors by providing an organised competition, where skill, rather than speed is the determining factor.

SECTION 20A: MINIKHANA CLASSES

20.1 SENIOR CLASSES

20.1.0.1 All Senior riders can ride in the Senior Combined 85cc/100cc 2-stroke or 150cc 4-stroke Small Wheel and Big Wheel class.

20.2 JUNIOR CLASSES

AGE RANGE	CAPACITY/CLASS
4 to under 9	50cc Demo (Non-competitive)
7 to under 11	50cc Auto
7 to under 16	Mini Wheels
7 to under 16	65cc
9 to under 16	85cc 2-stroke & 150cc 4-stroke (Small Wheel)
12 to under 16	85cc/100cc 2-stroke & 150cc 4-stroke (Big Wheel)

20.2.0.6 Combining riders of the 85cc 2-stroke or 150cc 4-stroke Small Wheel and Junior Big Wheel 85cc/100cc 2-stroke or 150cc 4-stroke classes with the same grade is permitted only for club competition when there are insufficient riders to constitute a grade(s) or a reasonable level of competition.

SECTION 20B: COMPETITION RULES

20.3 RIDER GRADING

20.3.0.1 Senior competitors can only compete in the Senior Combined class.

20.3.0.2 The Junior Big Wheel class A grade shall be the premier grade and shall compete in the final event of the meeting unless directed otherwise by the Clerk of the Course.

20.3.0.3 Competitors will be graded within the following classes:

- 50cc Demo (Non-competitive)
- 50cc Auto
- Mini Wheel
- 65cc
- 85cc 2-stroke or 150cc 4-stroke Small Wheel
- Junior Big Wheel 85cc/100cc 2-stroke or 150cc 4-stroke
- Senior Combined 85cc/100cc 2-stroke or 150cc 4-stroke Small Wheel and Big Wheel.

20.3.0.4 50cc Non-competitive class and Senior Combined classes will not be graded. All other competitors will commence in C grade of the relevant class.

20.3.0.5 Grading of competitors is utilised instead of grouping. Age differences of more than 4 years is acceptable.

20.3.0.6 A competitor may be instructed to move up a grade temporarily by the State Controlling Body Grading Officer in the case of an Inter-club or Championship meeting, or by the club Grading Officer for a Closed-to-club meeting to ensure each grade has the required number of starters. Such temporary grading changes shall be effective for only that meeting. Points earned during temporary grading changes shall be accredited to the competitor's accumulated tally for the competitor's official grade and shall be 17 points for 2nd place and 12 points for 3rd place. The minimum number of riders to constitute a grade shall be four.

20.3.0.7 Grading books will be available on all competition days.

20.3.0.8 After each Inter-club or Championship meeting competitors will be upgraded

within the competitors class as follows:

a) Riders who place 1st or 2nd overall in C grade will be upgraded to B grade within that class. When there are 20 riders or more; 1st, 2nd, and 3rd will be upgraded to B grade. When there are 30 riders or more, 1st, 2nd, 3rd, and 4th will be upgraded to B grade.

b) Riders who place 1st overall in B grade will be up graded to A grade within that class,

c) Riders who place 3rd overall in C grade or B grade will receive 9 grading points,

d) Riders who place 2nd overall in B grade will receive 12 grading points,

e) Once a rider accumulates 21 grading points they will be moved up one grade within that class. Once upgraded they will commence in the new grade with 0 grading points.

20.3.0.9 When a rider goes from Mini Wheel to a 65cc the rider will drop one grade and if a rider goes from Mini Wheel to any Junior 85cc 2-stroke or 85/100cc 2-stroke or 150cc 4-stroke the rider will commence in C grade. Any 65cc rider going to Mini Wheel class must ride at the equivalent grade.

20.3.0.10 When a rider who has ridden in the 85cc 2-stroke or 150cc 4-stroke Small Wheel class goes to Junior Big Wheel 85cc/100cc 2-stroke or 150cc 4-stroke class, they must ride at the equivalent grade.

20.3.0.11 When a rider who has ridden in any 50cc class goes up to any other class the rider will commence the new class in C grade.

20.3.0.12 When a rider goes from the 65cc class to any 85cc/100cc 2-stroke or 150cc 4-stroke class the rider will drop one grade.

20.4 GENERAL RULES

20.4.1 Cameras

20.4.1.1 Cameras may be fitted to the motorcycle provided they are securely mounted. Camera mounts are subject to approval by the Chief Scrutineer. Helmet cameras are not permitted unless the camera is integrated into the helmet, by design of the manufacturer.

20.5 PROTECTIVE CLOTHING AND HELMETS

20.5.0.1 No competitor may practice, start or compete in any Minikhana competition unless wearing the protective clothing and equipment as outlined in Appendix A: Protective Clothing and Equipment:

20.6 MACHINE AND RIDER IDENTIFICATION

20.6.1 Rider Identification

20.6.1.1 All competitors must wear an approved riding vest or jersey with club and rider number identification ~~as an outer garment.~~ The vest or jersey may be worn under body armour with the rider number **clearly displayed on the back.**

20.6.2 Minikhana Number Plates

20.6.2.1 The background and figure colour on the front and side number plates (the size of which will be as per manufacturer's specification) for each grade within a class. There will be no mandatory **colour other than the background should be contrasting. The following traditional Minikhana colours may be** used. ~~Except for the Senior Combined and Demonstration class, will be as follows:~~

CLASS/GRADE	BACKGROUND COLOUR	FIGURE COLOUR
A Grade	Yellow	Black
B Grade	Red	White
C Grade	White	Black

~~20.6.2.2 For the Senior Combined class and Demonstration class, the colours will be as follows:~~

~~CLASS~~	~~BACKGROUND COLOUR~~	~~FIGURE COLOUR~~
~~Demonstration~~	~~Green~~	~~White~~
~~Senior Combined~~	~~Black~~	~~White~~

20.7 RACE MEETING PROTOCOLS

20.7.0.1 A machine may only be ridden by one rider during a meeting and may not be substituted for another.

20.7.0.2 Placings can only be achieved by the correct completion of an event.

20.7.1 Flags and Signals

20.7.1.1 The minimum dimensions of all flags must be 500mm x 500mm.

20.7.1.2 Track flags and signals as per Appendix B: Flags and Signals.

20.7.1.3 The national flag signifying the start of an event may be replaced by:

a) A light signal,
b) A starting tape,
c) A rubber band, or
d) A dropping gate.

20.7.1.4 Competitors who do not obey flag signals will be excluded from the event.

20.7.2 Scoring

20.7.2.1 For Open, Inter-club or Championship meetings, points will be awarded as listed below:

a) Club: the club amassing the highest score using the table below will be the winning club;
   i) Club points are allocated to the club for which the rider nominates when entering the meeting. The points are only allocated for finishing 1st, 2nd or 3rd overall in a grade for that particular meeting,
b) Individual: the competitors amassing the highest point score in each grade shall be the winner of that grade for that particular meeting.
   ii) Individual points set out in the table below are allocated to a competitor for finishing 1st, 2nd or 3rd in an individual event.

PLACING	CLUB POINTS	INDIVIDUAL POINTS
1st	3 points	17 points
2nd	2 points	12 points
3rd	1 point	9 points

20.7.2.2 For other than Trial, ties for 1st or 2nd will be resolved by a run-off between the tied competitors. Trial will be resolved by a count back. Competitors tied for 3rd will each be awarded 3rd place.

20.7.2.3 For all other events the method of scoring will be as prescribed in supplementary regulations.

20.7.3 Starts

20.7.3.1 All starts shall be from the right hand end of the Start/Finish line facing towards the course.

20.7.3.2 All starts shall be flag starts.

20.7.3.3 Minicross starts may be by mechanical means.

20.7.3.4 Footing areas shall be on the start/finish line side of marker 1 and on the opposite side for all other markers.

20.7.3.5 Unless otherwise stated, only the left foot may be used when footing permitted.

20.7.3.6 Start and finish of an event is deemed to be when:

a) The front axle crosses the start line, and
b) The front axle crosses the finish line.

20.7.3.7 Competitors are to stop competing and remain stationary when shown the black flag except in the case of Minicross where the competitor must stop competing and return to the starting area in a safe manner following the direction of the track. The marshal will display the black flag until acknowledged by the event controller.

20.7.3.8 Competitors must be informed of faults when reported by either the flag marshal or an official at the time the fault occurs if the competitor indicates to the flag marshal or Official that they are uncertain of what fault(s) has occurred.

20.7.3.9 A minimum of four lanes will be available per each event area. Competitors are to draw for lanes.

20.7.3.10 The number of heats will be maximised to ensure maximum amount of competitors compete in the Final while not unduly increase the total number of heats.

20.7.3.11 The official of the event shall advise each competitor of successful completion of the course.

20.7.3.12 Use the following table to calculate numbers of riders in heats:

TOTAL NUMBER OF RIDERS	NUMBER IN HEATS									
4	+4									
5	+3	+2								
6	+2	+2	+2							
7	+3	+2	+2							
8	+2	+2	+2	+2						
9	+3	+2	+2	+2						
10	+3	+3	+2	+2						
11	+3	+3	+3	+2						
12	+3	+3	+3	+3						
13	+4	+3	+3	+3						
14	+4	+4	+3	+3						
15	+4	+4	+4	+3						
16	+4	+4	+4	+4						
17	+2	+3	+3	+3	+3	+3				
18	+3	+3	+3	+3	+3	+3				
19	+4	+3	+3	+3	+3	+3				
20	+4	+4	+3	+3	+3	+3				
21	+4	+4	+4	+3	+3	+3				
22	+4	+4	+4	+4	+3	+3				
23	+4	+4	+4	+4	+4	+3				
24	+4	+4	+4	+4	+4	+4				
25	+4	+4	+3	+3	+3	+3	+3	+3		
26	+4	+4	+3	+3	+3	+3	+3	+3		
27	+4	+4	+4	+3	+3	+3	+3	+3		
28	+4	+4	+4	+4	+3	+3	+3	+3		
29	+4	+4	+4	+4	+4	+3	+3	+3		
30	+4	+4	+4	+4	+4	+4	+3	+3		
31	+4	+4	+4	+4	+4	+4	+4	+3		
32	+4	+4	+4	+4	+4	+4	+4	+4		
33	+4	+4	+4	+4	+4	+4	+3	+3	+3	
34	+4	+4	+4	+4	+4	+4	+4	+3	+3	
35	+4	+4	+4	+4	+4	+4	+4	+4	+3	
36	+4	+4	+4	+4	+4	+4	+4	+4	+4	
37	+4	+4	+4	+4	+4	+4	+4	+4	+3	+3
38	+4	+4	+4	+4	+4	+4	+4	+4	+4	+3
39	+4	+4	+4	+4	+4	+4	+4	+4	+4	3+
40	+4	+4	+4	+4	+4	+4	+4	+4	+4	+4

20.7.3.13 Competitors must complete the course to win the event:

a) If all competitors in a Final fault, one re-run must occur and if the re-run is unsuccessfully completed by all competitors then the reverse order of faults shall determine all places where the last competitor to fault shall be declared the winner, second last to fault is second, and third last to fault is third,

b) If there are insufficient competitors for more than one heat then the heat will be deemed to be the Final. There will be no re-runs if all riders fault. Only riders successfully completing the course can place in the event. Riders must complete the course to gain a place.

20.7.3.14 When a rerun of an event is due to a protest by one of the riders being upheld, all riders in that event are **allowed to restart even if they faulted** in the initial event.

20.7.4 Fault

20.7.4.1 Fault, as defined by elimination faults for each event:

a) Competitors making more than two false starts in an event shall be eliminated,

b) Only successful completion of an event will allow competitors to progress to the next round,

c) Allowing front axle to ~~cross into the footing area of~~ pass a marker already completed will be deemed to have not followed the course procedure,

d) Only competitors having been equally placed in their heat/semi-finals may compete against each other in a Final (that is, 1st v 1st, 2nd v 2nd and so on).

SECTION 20C: TECHNICAL REGULATIONS

20.8 SOUND EMISSIONS

20.8.0.1 Sound testing must be carried out as per Appendix C: Sound Emissions & Fuel.

20.9 FUEL

20.9.0.1 Fuel for all machines must be as per Appendix C: Sound Emissions & Fuel.

20.10 ENGINES

20.10.0.1 The maximum capacity of any engine in Minikhana is 100cc 2-stroke or 150cc 4-stroke.

20.11 FRAMES AND PARTS

20.11.1 General

20.11.1.1 All machines must remain standard with the manufacturer's specifications with the exception of:

a) Exhaust system,
b) Gearing,
c) Carburettor jetting,
d) Plastics,
e) Handlebars,
f) Rear shock absorber(s).

20.11.1.2 All glass and plastic lenses shall be either removed or covered with a fabric backed tape.

20.11.1.3 Front and rear mudguards to be fitted.

20.11.2 Drive Chain Protection

20.11.2.1 Primary drives (the drive connecting engine to clutch) must be guarded so as to prevent direct access to the chain or sprockets with the fingers.

20.11.2.2 A chain guard must be fitted in a way to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

20.11.3 Brakes

20.11.2.1 Efficient brakes must be fitted as per manufacturer's specifications.

20.11.2.2 When the brake arm or lever is of the open or hooked type, the brake actuating rod or cable must be secured so as to prevent accidental dislodgment.

20.11.4 Handlebars

20.11.3.1 An ignition cut out switch, operating on the primary circuit must be fitted to the handlebars in an accessible position.

20.11.3.2 Handlebar pads must be fitted over crossbar or handlebar mounting clamp.

20.11.3.3 Handlebar ends must be securely plugged **with a solid material or rubber cover.**

20.11.3.4 Handlebar lever protectors, where fitted, must be single mounted.

20.11.5 Wheels

20.11.4.1 Wheel sizes:

CLASS	FRONT	REAR
Miniwheel	14”	12”
Standard Wheel	17”	14”
Big Wheel	19”	16”

20.12 JUNIOR CLASSES

20.12.1 50cc Demo Class Machines

20.12.1.1 Machine Requirements:

a) Engine capacity must not exceed 50cc,
b) The clutch must be of centrifugal type,
c) Wheels as per GCR 12.27.2 must be fitted.

20.12.2 50cc Auto Class Machines

20.12.2.1 Eligible Machines are (for all Open events):

MANUFACTURER	MODEL(s)
Cobra	King CX50, CX50FWE
Gas Gas	EC 50
HM	CRX 10/10 Senior, Baja 10/10, X3R
Husqvarna	Husky Boy SF03, CR50
Italjet	Action Outlaw
KTM	SXR PRO SNR, 50SX, SXR PRO JNR, 50 SX 2009
LEM	RX3, RX3 2008, LX2F-USA, CR2, CR2S
Malagutti	RCX10
Polini	XR3
TM	50 C1
Metrakit	MKX50
YCF	50A

and similar machines approved by Board. Please Note: the Yamaha PW 50 is **prohibited for use in this class.**

20.12.2.2 Machine Requirements:

a) Engine capacity must not exceed 50cc,
b) The gearbox must have one gear,
c) External gearing may be altered,
d) The clutch must be of centrifugal type, and of OEM type,
e) Wheels as per GCR 12.24.2 must be fitted,
f) All machines must remain standard to the OEM specifications for the model. Only the following items may be modified:
   i) Colour,
   ii) Seat,
   iii) Mudguards,
   iv) Handlebars,
   v) Grips,
   vi) Levers,
   vii) Cables,
   viii) Chains,
   ix) Tyre brand and tread pattern,
   x) Carburettor jets
g) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame,
h) Throttle limiting devices may be removed,
i) A separate kill switch may be installed in place of the standard,
j) Steel serrated foot pegs may replace standard rubber pegs,
k) Handlebars must be securely plugged. The width of handlebars must be not less than 600mm and not more than 850mm,
l) Aftermarket exhaust systems and silencers are permitted.

20.12.3 Electric Machines

20.12.3.1 Electric machines may compete with comparable sized machines in Junior competition using the following table:

CLASS	APPROX. POWER OUTPUT	ELECTRIC WHEEL SIZE	EQUIVALENT SIZE **[Standard Motorcyles Wheel]**
50cc Auto/Demo	Up to 0.75 Kw	12.5” (Rim Bead Diameter 203mm)	8”
50cc Auto/Demo	0.75 to 1 Kw	16” (Rim Bead Diameter 305mm)	12”
65cc	1 to 1.5 Kw	20” (Rim Bead Diameter 396mm)	14.5”

SECTION 20D: MINIKHANA COURSES

20.13 BASIC COURSE

(See diagram for details)

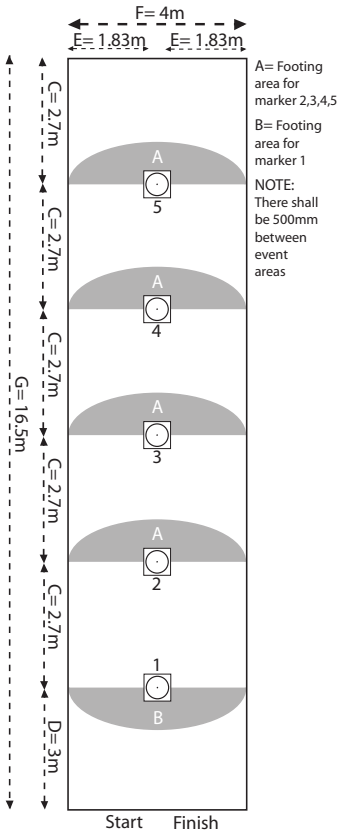
20.13.0.1 The basic course layout for one competitor will cover an area of 4 metres by 16.5 metres.

20.13.0.2 The side and end boundary of the course shall be marked with lane tape or rope.

20.13.0.3 Traffic cones (witches hats) will be used as the required markers placed along the centre line of the course at 2.7 metre spacings.

A = Footing area for marker 2, 3, 4, 5	D = 3.0 metres
B = Footing area for marker 1	F = 4 metres
C = 2.7 metres	G= 16.5 metres

Note: There shall be 500mm between event areas.



Basic Course
not drawn to scale

20.14 ORANGE COURSE

(See diagram for details)

20.14.1 Orange Course Procedure

20.14.1.1 Competitor starts at the Start line and keeping traffic cone markers to his / her left circles marker 5, returns to pass marker 1 and then continues to pass marker 1.

20.14.1.2 This is repeated reducing the course length by 1 marker per circuit until after circling marker 1 the competitor then continues to cross the finish line.

20.14.1.3 Unlimited footing with the left foot is permitted.

20.14.1.4 In case of machine stalling, the competitor may re-start the engine ensuring only the left foot makes contact with the ground.

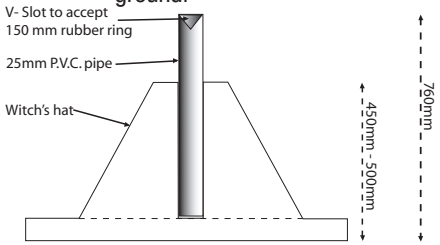
20.14.1.5 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / Final.

20.14.1.6 The competitor who had the lowest elapsed time will be the winner of that round of events.

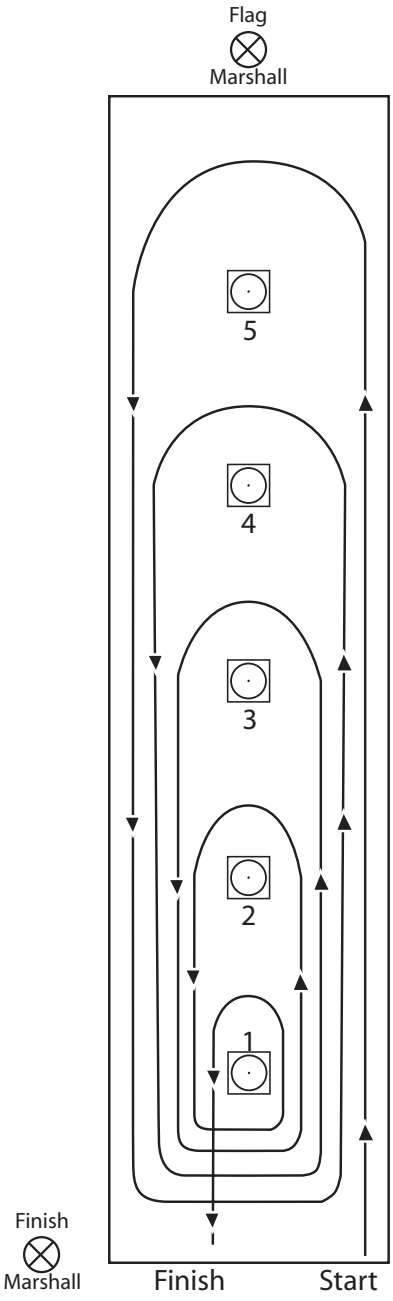
20.14.2 Orange Course Elimination

20.14.2.1 Competitors will be eliminated from the event for the following:

a) Touching markers or tapes,
b) Footing with the right foot,
c) Removing both hands from handlebars,
d) Not straddling machine,
e) Failing to follow course procedure,
f) Crossing the start / finish line before course is completed,
g) Front axle passing ~~into defined footing area of~~ a previously rounded marker.
h) Any part of the bike other that the wheels making contact with the ground.



Witch's Hat



Orange
not drawn to scale

20.15 LOOPING

(See Orange diagram for details)

20.15.1 Looping Course and Procedure

20.15.1.1 This uses the same course and riding procedure as the Orange event with the exception that footing is not permitted.

20.15.1.2 Competitors who stall their machine may re-start provided that neither foot makes contact with the ground.

20.15.1.3 Competitors will also be eliminated if either foot makes any contact with the ground.

20.15.1.4 Finishing order will be achieved as in the Orange event.

20.16 RING RETURN COURSE

(See diagram for details)

20.16.0.1 This uses the basic course layout with the addition of poles in the centre of the traffic cone and rubber rings.

20.16.0.2 Plumber's rings approximately 150 mm inside diameter to be used.

20.16.0.3 The pole to be inserted in the traffic cone as per Witch's Hat diagram.

20.16.0.4 Rubber rings to be placed on poles at markers 2, 3, 4, & 5 on the side furthermost from the start / finish line.

20.16.1 Ring Return Procedure

20.16.1.1 Competitor starts at the Start line and keeping traffic cone markers to their left circles marker 5, picking up the ring and returns to pass marker 1 and places ring over marker 1 pole and then continues to pass marker 4 repeating the process of retrieving the rings.

20.16.1.2 This is repeated reducing the course length by 1 marker per circuit until after circling marker 2.

20.16.1.3 After the final ring is placed over marker 1 pole they then complete an extra circuit around marker 5 before crossing the finish line.

20.16.1.4 Footing with the left foot is permitted. ~~in the footing areas only.~~

20.16.1.5 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / Final.

20.16.1.6 The competitor who had the lowest elapsed time will be the winner of that round of the event.

20.16.2 Ring Return Elimination

20.16.2.1 Competitors will be eliminated from the event for the following:

a) Touching markers, poles or tapes. Poles may only be touched by the hand during removal or placement of the ring over the pole,

b) Footing with the right foot,

~~c) Footing with the left foot outside of the footing area,~~

c) Removing both hands from handlebars,

d) Not straddling machine,

e) Failing to follow course procedure,

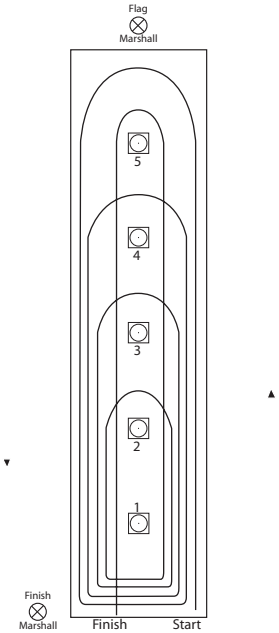
f) Crossing the start / finish line before course is completed,

g) Front axle passing ~~into defined footing area of~~ a previously rounded marker,

h) Dropping ring allowing it touch the ground,

i) Causing ring to fall over marker while attempting to pick up ring.

j) Any part of the bike other that the wheels making contact with the ground.



Ring Return
not drawn to scale

20.17 BENDING COURSE

(See basic diagram for details)

20.17.0.1 Basic course with traffic cones only to be used.

20.17.1 Bending Procedure

20.17.1.1 Competitors start at the Start line and passes marker 1 on competitors left side, then changes direction to pass marker 2 on competitors right side, marker 3 on competitors left side, marker 4 on competitors right side and circles marker 5 on competitors left side and returns to the finish line passing the markers in the same manner, i.e. markers 4 and 2 on competitor's right side and markers 3 and 1 on competitors left.

20.17.1.2 Crossing the finishing line after passing marker 1.

20.17.1.3 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / Final.

20.17.1.4 The competitor who had the lowest elapsed time will be the winner of that round of the event.

20.17.1.5 The competitor may foot with his left foot in the footing area when his front axle passes marker 1 or 5 on entry. The competitors foot must not be in contact with the ground after their rear axle passes marker 1 or 5 on exit.

20.17.2 Bending Elimination

20.17.2.1 Competitors will be eliminated from the event for the following:

a) Touching markers or tapes,

b) Footing with the right foot,

c) Footing outside footing area at marker ~~behind marker 5~~ 1 or 5 **before the front axel passes on entry or after the rear axle passes** on exit.

d) Removing both hands from handlebars,

e) Not straddling machine,

f) Failing to follow course procedure.

g) Any part of the bike other that the wheels making contact with the ground.

~~20.18 RING BENDING COURSE~~

~~**(See diagram for details)**~~

~~20.18.0.1 This uses the basic course layout with the addition of poles in the centre of the traffic cone and three rubber rings. Rubber rings will be placed on the pole in marker 5, one per time by an official.~~

~~**20.18.1 Ring Bending Procedure**~~

~~20.18.1.1 Competitors will ride the course in the same manner as in the Bending event with the exception that when circling marker 5 the competitor removes three rubber ring from the pole (official will place next rubber ring on marker 5 pole) and then proceeds to marker 1 as in the Bending event.~~

~~20.18.1.2 Competitor will circle marker 1 and place rubber ring over the pole in marker 1 and will then continue the event until all three rubber rings have been placed over marker 1 when the competitor will cross the finish line.~~

~~20.18.1.3 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / Final.~~

~~20.18.1.4 The competitor who had the lowest elapsed time will be the winner of that round of the event.~~

~~20.18.2 Ring Bending Elimination~~

~~20.18.2.1 Competitors will be eliminated from the event for the following:~~

~~a) Touching markers, poles or tapes. Poles may only be touched by the hand during removal or placement of the ring over the pole,~~

~~b) Footing with the right foot,~~

~~c) Footing with the left foot outside of the footing area,~~

~~d) Removing both hands from handlebars,~~

~~e) Not straddling machine,~~

~~f) Failing to follow course procedure,~~

~~g) Crossing the start / finish line before course is completed,~~

~~h) Dropping ring allowing it touch the ground,~~

~~i) Causing ring to fall over marker while attempting to pick up ring.~~

~~**j) Any part of the bike other that the wheels making contact with the ground.**~~

~~Bending~~
~~not drawn to scale~~

20.18 SLOW COURSE

(See diagram for details)

20.18.0.1 The course will be a lane 500mm wide by 16.5 metres long.

20.18.1 Slow Course Procedure

20.18.1.1 Competitor will start with the machine's front axle on the Start line.

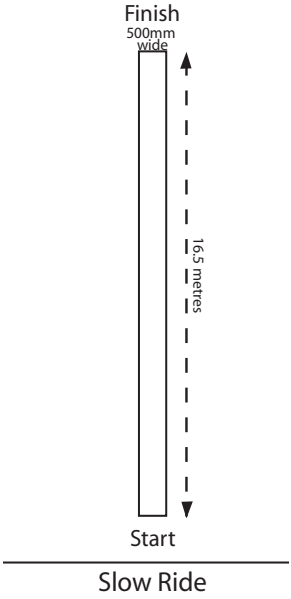
20.18.1.2 At the start order the competitor has a maximum of three seconds to enter the event area (front axle passes start line) and ensure their feet are not in contact with the ground.

20.18.1.3 Forward motion does not have to be maintained.

20.18.1.4 Event is complete when front axle passes finish line.

20.18.1.5 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / Final.

20.18.1.6 The competitor who had the highest elapsed time will be the winner of that round of the event.



20.18.2 Slow Course Elimination

20.18.2.1 Competitors will be eliminated from the event for the following:

a) Slow start (feet in contact with ground after three seconds),
b) Touching tapes,
c) Footing.

20.19 CLOVER COURSE

(See diagram for details)

20.19.0.1 Competitors will ride passing through the six markers placed in a triangle to form a clover pattern.

20.19.0.2 Car tyres or a marker of similar dimensions will be used as course markers.

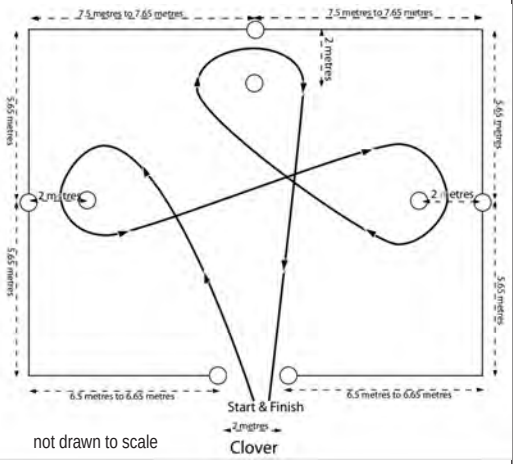
20.19.1 Clover Procedure

20.19.1.1 Competitors will start from Start line and circles marker 1 on their left side then circle marker 2 on their right then circle marker 3 on their right and exit through the start / finish line markers.

20.19.1.2 Competitors may foot with either left or right foot anywhere on the course provided that both feet do not touch the ground at the same time. There shall **be no determining factors as to when the left or right footing commences or ceases.**

20.19.1.3 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / Final.

20.19.1.4 The competitor who had the lowest elapsed time will be the winner of that round of the event.



not drawn to scale

Clover

20.19.2 Clover Elimination

20.19.2.1 Competitors will be eliminated from the event for the following:

a) Touching a marker,
b) Both feet making contact with the ground at the same time,
c) Failure to follow the course procedure,
d) Riding outside the course boundary.
e) Any part of the bike other that the wheels making contact with the ground.

20.20 NO FOOTING CLOVER COURSE

(See diagram for details)

20.20.0.1 This uses the same course and riding procedure as the Clover event with the exception that footing is not permitted.

20.20.0.2 Competitors will also be eliminated if either foot makes any contact with the ground.

20.20.0.3 Finishing order will be achieved as in the Clover event.

~~20.22 START AND PARK COURSE~~

~~**(See diagram for details)**~~

~~20.22.0.1 The basic course layout will cover an area of six (6) metres by 20 metres.~~

~~20.22.0.2 The side and end boundary of the course shall be marked with lane tape or rope.~~

~~20.22.0.3 Witch's hats will be used as the required markers placed along the centre line of the course at four metre spacings.~~

~~**20.22.1 Start and Park Procedure**~~

~~20.22.1.1 Four or more competitors will start at the start line and proceed to pass the markers, marker 1 to the competitors' left, marker 2 to the competitors' right and circle marker 3 to their left and return passing marker 2 to their right and then proceeds to the stopping area, where the competitor will stop their machine, turn off the engine and place the machine on its stand, then run to the finishing line at the **~~**end of the course furthest away from the Stop Box.~~~~

~~20.22.1.2 Competitors whose machine has no stand may have an assistant appointed by the Clerk of Course to hold the machine.~~

~~**20.22.2 Start and Park Elimination**~~

~~20.22.2.1 Competitors will be eliminated from the~~

~~event for the following:~~

~~a) Touching a marker,~~

~~b) Footing,~~

~~c) Bumping,~~

~~d) Failure to follow the course procedure,~~

~~e) Riding outside the course boundary,~~

~~f) Stopping and parking machine outside of stopping area,~~

~~g) Failure to turn engine off,~~

~~h) Machine failing to remain on stand.~~

~~Start and Park~~

~~not drawn to scale~~

~~20.23 O RING RELAY COURSE~~

~~**(See diagram for details)**~~

~~20.23.0.1 This uses the same course and riding procedure as the Start and Park event with the exception that competitors will be in teams.~~

~~20.23.0.2 An O ring, as used in the Ring events, shall be carried by each competitor in turn whilst riding the course.~~

~~20.23.0.3 Competitors cannot start their leg of the relay until the previous competitor has successfully completed the course and passed on the O ring.~~

20.21 ACCELERATION AND BRAKING COURSE

20.21.0.1 This event is conducted on an out and back course.

20.21.0.2 A marker is placed 50 metres from the start / finish line.

20.21.0.3 Competitors will leave start line circle the marker and return to the stop box.

20.21.0.4 Competitor's machine must be completely in the confines of the stop box.

20.21.0.5 Footing with left foot is ~~only~~ permitted ~~at the marker on the side opposite to the start line and in the stop box.~~

20.21.0.6 The competitor who successfully completes the course with the lowest elapsed time will be the winner.

20.21.0.7 The nature of this type of event precludes it being used as a run-off event.

20.21.1 Acceleration and Braking Course Elimination

20.21.1.1 Competitors will be eliminated from the event for the following:

a) Footing with right foot,

~~b) Footing outside the area behind marker,~~

b) Touching the marker,

c) Bike not stopping within stopping box (i.e. both axles must be wholly within the stopping box),

d) With machine correctly in stopping box, left foot only footing is permitted either in or out of the stopping box without elimination,

e) Remove both hands from handlebar,

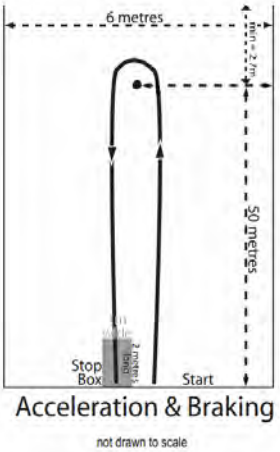
~~g) Not straddling machine,~~

f) Failure to follow course procedure,

g) Riding outside the course boundary

h) Any part of the bike other that the wheels making contact with the ground.

20.21.1.2 The event has only been completed once the penciller has indicated to the rider that the bike can leave the box.



Acceleration & Braking

not drawn to scale

20.22 MINICROSS COURSE

20.22.0.1 Minicross introduces competitors to Motocross style riding and helps to develop competitors riding skills and balance.

20.22.0.2 The event shall be conducted over a course with obstacles and tight corners:

a) No level straight will be longer than 20 metres,

b) Jumps, chicanes, berms etc must be positioned so that speeds are kept low,

c) The recommended maximum separation between obstacles, which significantly reduce speed, is 33 metres,
d) There shall be no double, triple, or reverse canyon jumps. A jump is defined as being greater than 500mm in vertical height,
e) There will be no man-made stutter jumps,
f) The width of the track must allow safe overtaking,
g) Tyre barriers shall be used where different sections of the track are in close proximity to each other,
h) The first nine metres of the track will be divided into four (4) two-metre wide lanes.

20.22.1 Minicross Procedure

20.22.1.1 A maximum of four competitors will complete the course at once.

20.22.1.2 Competitors will be encouraged to pass each other when it is safe to do so.

20.22.1.3 When passing, competitors must not make contact with the other competitors.

20.22.1.4 Competitors must ensure that at all times they do not obstruct another competitor from successfully completing the course.

20.22.1.5 In the case of a competitor falling the event will be stopped if it is deemed that the track is unsafe for the competition to continue. The Competitor responsible for the fall shall be excluded from the re-run subject to Clerk of Course approval.

20.22.1.6 Competitors who hit the tyre barriers or leave the course proper may re-enter the course at the closest safe point to where they left the course ensuring that no advantage is gained.

20.22.2 Minicross Practice

20.22.2.1 For practice, a maximum of 12 competitors may participate on the track under a stationary yellow flag.

20.25.2.2 Any competitor passing will be excluded, however in the case of a competitor falling or stopping due to mechanical failure, the yellow flag shall be waved, but passing may be permitted provided the Course Marshall indicates it is safe. Passing after the first lap may be allowed if approved by the Clerk of Course.

20.22.3 Minicross Elimination

20.22.3.1 Competitors will be eliminated from the event for the following:

~~a) Crossing the lane markers during the first nine metres of the event,~~
a) Failure to follow the course proper,
b) Causing another competitor to fault,
c) Failure to re-enter course correctly,
d) Passing while yellow flag is displayed.

20.22.4 Minicross Footing and No Footing

20.22.4.1 Minicross can be conducted as either a footing or no-footing event. In No-Footing Minicross any competitors will be eliminated if footing occurs.

20.23 MINI TRIAL COURSE

20.23.0.1 Where possible this event is to be conducted over natural terrain.

20.23.0.2 Artificial boundaries and obstacles may be used.

20.23.0.3 The course will be marked in red on the right hand side and in white on the left hand side by either markers or tape.

20.23.0.4 Minimum size of markers to be no less than 100mm wide.

20.23.0.5 Tapes and markers to be clearly visible.

20.23.1 Mini Trial Procedure

20.23.1.1 The start and finish of each Observed Section is to be clearly defined.

20.23.1.2 Artificial boundaries may be used to define the lateral limits.

20.23.1.3 A machine will be deemed to be in an Observed Section when the front axle passes the “Section Begin” marker and until it passes the “Section End” marker.

20.23.2 Mini Trial Failure

20.23.2.1 A failure is considered to have occurred when:

a) The machine ceases to move in a forward direction, relative to the course, with the competitor footing,
b) The competitor dismounts the machine,
c) The machine crosses a boundary,
d) The machine passes the wrong side of a boundary marker prior to the front axle passes the “Section Ends” sign,
e) The competitor or the machine

receives outside assistance,

f) The competitor breaks the tape or dislodges the tape anchors.

20.23.3 Mini Trials Footing

20.23.3.1 Footing will be deemed to have occurred if any part of the body of the competitor touches the ground or any part of the competitor leans on an obstacle (tree, wall, etc).

20.23.3.2 Footing outside the lateral limits of a section does not constitute a failure (i.e. 1 point loss footing penalty only).

20.23.3 Mini Trial Marking

20.23.3.1 Method of marking will be as listed:

FAULT	POINTS
Clean	0
Footing once	1
Footing twice	2
Footing more than twice	3
Failure	5
Not attempting a section	10

20.24 MINI ENDURO COURSE

20.24.0.1 This event is conducted over varying distances of rough terrain.

20.24.0.2 Competitors learn the benefits of well-maintained and reliable machinery and the ability to pace themselves.

20.24.1 Mini Enduro Procedure

20.24.1.1 Competitors have a predetermined time to complete the course.

20.24.1.2 The competitor whose time is closest to the predetermined time will be the winner.

20.24.1.3 The natural terrain course is to be well defined with directional arrows and adequately staffed by marshals.

20.24.1.4 Special sections may be added.

20.24.1.5 Points will be lost for failure to observe signs and completion of special sections.

20.24.1.6 Competitors are rewarded for their skill in completing the penalty areas.

20.24.1.7 A number of penalty areas and checkpoints should be included.

20.24.1.8 Each grade is to attempt to complete a preset number of laps in a reasonable time.

20.24.1.9 In Mini Enduro with special penalty sections the competitor with the least points lost will be the winner.

20.24.2 Hill Climb Course

20.24.2.1 The course for this event will be a hill which can be readily negotiable by the competitors.

20.24.3 Hill Climb Procedure

20.24.3.1 To increase the skill level a series of turns and obstacles will be included.

20.24.3.2 The competitor whose elapsed time to successfully complete the event is closest to the predetermined time shall be the winner.

20.24.3.3 Only one competitor will ride the event at a time.

20.25 FIGURE 8 COURSE

(See diagram for details)

20.25.0.1 This event is conducted on an out and back course.

20.25.0.2 Markers are placed 20 and 50 metres from the start / finish line.

20.25.0.3 Competitors will leave start line circle the markers in a Figure 8 course and return to the stop box.

20.25.0.4 Competitors machine must be completely in the confines of the stop box.

20.25.0.5 Footing with left foot is only permitted at the left turn 50m marker. ~~on the side of the Start line.~~

20.25.0.6 Footing with the right foot is only permitted at the right turn 20m marker. ~~on the side or the Start line.~~

20.25.0.7 Footing with left foot is only permitted in the stop box.

20.25.0.8 The competitor who successfully completes the course with the lowest elapsed time will be the winner.

20.25.0.9 The nature of this type of event precludes it being used as a run-off event.

20.25.1 Figure 8 Course Elimination

20.25.1.1 Competitors will be eliminated for the following

a) Footing with right foot during left turn at 50m marker,

b) Footing outside the area behind 50m marker,

c) Footing with left foot during right turn at 50m marker,

d) Footing outside the area behind 20m marker,

e) Touching the marker,
f) Bike not stopping within stopping box (i.e. both axles must be wholly within the stopping box),
g) With machine correctly in stopping box, left foot only footing is permitted either in or out of the stopping box without elimination,
h) Failure to follow course procedure,
i) Riding outside the course boundary.

20.25.1.2 The event has only been completed once the penciller has indicated to the rider that the bike can leave the box.

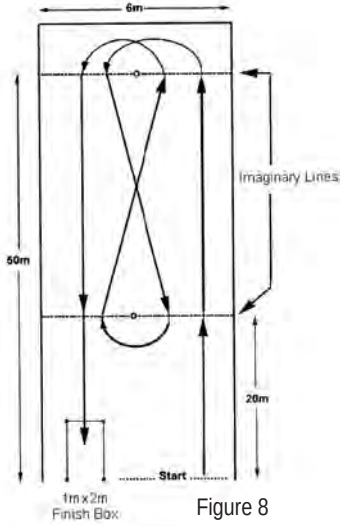


Figure 8

~~20.29 RING CLOVER COURSE~~

~~**(See diagram for details)**~~

~~20.29.0.1 Competitors will ride passing through the six markers placed in a triangle to form a clover pattern.~~

~~20.29.0.2 Car tyres or markers of similar dimensions will be used as course markers on the outside of each turn and witches hats, poles and rubber rings on the inside of each turn. In addition a witches hat and pole is to be located in the in the centre of the event area.~~

~~20.29.0.3 Competitors may pass centre cone on either side.~~

~~**20.29.1 Ring Clover Procedure**~~

~~20.29.1.1 Competitors will start from Start line and circle marker 1 on their left side picking up the first ring from cone 1 then drop the ring on the centre cone then circle marker 2 on their right and pick up the second ring. They will then drop the ring on the centre cone then circle marker 3 on their right and pick up the third ring and then drop the ring on the centre cone and exit through the start / finish line markers.~~

~~20.29.1.3 Competitors may foot with either left or right foot anywhere on the course provided that both feet do not touch the ground at the same time. There shall be no determining factors as to when the left or right footing commences or ceases other than the left foot for dropping off the rings at the centre cone.~~

~~20.29.1.4 The finishing order shall be the elapsed time of competitors who have successfully completed the course per heat / semi-final / Final.~~

~~20.29.1.5 The competitor who had the lowest elapsed time will be the winner of that round of events.~~

~~20.29.2 Ring Clover Elimination~~

~~20.29.2.1 Competitors will be eliminated from the event for the following:~~

~~a) Touching a marker, poles may only be touched by the hand during removal or placement of the ring over the pole,~~
~~b) Both feet making contact with the ground at the same time,~~
~~c) Failure to follow the course procedure,~~
~~d) Riding outside the course boundary,~~
~~e) Removing both hands from handlebars,~~
~~f) Not straddling machine,~~
~~g) Crossing the start / finish line before course is completed,~~
~~h) Dropping ring or allowing it touch the ground,~~
~~i) Causing ring to fall over marker while attempting to pick up ring.~~

~~20.30 NO FOOTING RING CLOVER COURSE~~

~~**(See diagram for details)**~~

~~20.30.0.1 This uses the same course and riding procedure as the Ring Clover event with the exception that footing is not permitted.~~

~~20.30.0.2 Competitors will also be eliminated if either foot makes any contact with the ground.~~

~~20.30.0.3 Finishing order will be achieved as in the Ring Clover event.~~

PROTECTIVE CLOTHING AND EQUIPMENT

	Road Race	Historic Road Racing	Minimoto	Motocross & Supercross	Classic Motocross	Enduro	ATV	Speedway	Dirt Track	Classic Dirt Track	Track	Supermoto & Minimotard	Trial	Minikhana
Helmet	D	D	D	B	A	A	C	A	A	A	A	D	C	C
Clothing	A	A	A / E[1]	C[1]	C	B[1]	C	A / C[1]	C	C	C	A	D	C
Back Protection	A	A	A	B	B	B	A	A	A	A	A	A	NA	B
Body Armour	NA	NA	B[2]	C[2]	NA	C[2]	C / B[1]	C[1]	B	B	A	NA	NA	C[1]
Footwear	A[1]	A[1]	A	E	E	E	F	B	D	D	B	A / E	G	C
Gloves	B	B	B	B	B	B	B	A	B	B	A	B	C	B

Notes:

1. Hair longer than shoulder length must be confined in the helmet or jacket.
2. Body jewellery is to be removed or securely covered with tape prior to competition.
3. Closed footwear must be worn in all pit areas (including pit lane, fuel control areas, work areas or parc ferme) at all times, and within any competition area for Minikhana.

Road Race notes:
1. Knee & boot scrapers that spark when dragged on the ground are forbidden.

Minimoto notes:
1. E type only applicable to classes other than Elite Open.
2. Only required when clothing type E is worn.

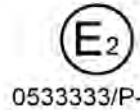
Motocross & Enduro notes:
1. Protective clothing must not be loose or flapping.
2. Junior competitors only. Soft roost protection is not permitted in Enduro events.

ATV notes:
Soft roost protection alone is unacceptable.
1. B type only applicable for Dirt Track.

Speed-way notes:
Mechanics are encouraged to dress in team attire.
1. Full upper-body armour must be worn under clothing type C.

Minikhana notes:
1. Only applicable for Minicross, Mini Enduro and Reliability events.

1 HELMETS

A	As approved under FIM Technical Rules **(see www.fim-live.com):**	
	ECE 22 - 05 Type P [Label typically affixed inside the helmet on chin strap] The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country that has granted approval (from 1 to 49). **Example:**  	European standard
	SNELL M2010, M2015 [Label affixed inside the helmet] **Examples:** 	USA standard
	JIS T 8133: 2007 JIS T 8133: 2015 [Label affixed inside the helmet] **Example:**  	Japanese standard
	Standards Association of Australia AS1698 **Examples:**  	Australian standard
B	Level A standard, and	
	Fitted with an emergency helmet eject system. [For Australian National Championship events only]	
C	Level A standard, or	
	ECE 22 - 05 Type NP or J [Label affixed inside the helmet]	European standard
D	Full face helmet to:	
	Level A standard	
	Note: Only helmets of single shell construction are permitted for road racing events. Two piece or flip top helmets complying with AS1698 or other MA approved standards may be used for recreational riding only.	

2 CLOTHING

A	A one- or two-piece suit constructed of leather or other material of similar or greater durability. Where suits and jackets are fitted with front opening slide fasteners; a safety strap must be fitted and secured at the neck. Provision must be made to attach the jacket securely to the trousers while competing when wearing a two-piece suit (using zips, press studs, laces etc.), and The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick: i) Shoulders, ii) Elbows, iii) Both sides of torso & hip joint, and iv) Knees.
B	A one-piece suit constructed of leather, reinforced nylon, or waxed cotton.
	A jacket or jersey made of: a) Leather, or b) Close knit fabric of natural or synthetic fibre, which must be a snug fit and provide protection against abrasion to the body and arms; or c) Waxed cotton. And trousers made of: a) Leather, or b) Nylon lined motocross type, or c) Padded denim motocross type, or d) Reinforced padded nylon, e) Padded waterproof waxed cotton Trousers of other than leather must be non-combustible and be fitted with a lining.
	Note: Both must leave no part of the body uncovered when the competitor is in the normal riding position.

C	A jersey made of close knit fabric of natural or synthetic fibre, which must be a snug fit and provide protection against abrasion to the body and arms, and Trousers of leather or synthetic material of similar durability.Trousers of other than leather must be non-combustible and be fitted with a lining.
D	Trousers that cover rider from top of the boots to the waist, and a shirt with sleeves.
E	Clothing to Level A standards
	Minimoto Race Suit
	Motocross style pants, and a jacket made of leather.

3 BACK PROTECTOR

A	A commercially manufactured back protector, except where suits/jackets are fitted with integral back protection. Protection of the back must be continuous and cover all of the back area between the collar and the base of the spine
B	Not mandatory

4 BODY ARMOUR

A	In-built or commercially manufactured armour which protects the elbows and shoulders is required.
B	Level A standard, and Where the armour is not constructed as a one-piece suit type, knee guards must be used.
C	Commercially manufactured upper body protection (front and back) must be worn.

5 FOOTWEAR

A	Boots with ankle and calf protection which must comply with the following: a) Constructed of leather or other material of similar or greater durability but must not be constructed of rubber, b) The suit and boot must overlap and be secure when the rider is in the normal riding position, and c) Not have soft leather soles.
	Sidecar rider and passengers may wear ankle length boots.
B	Level A standard, and For solo competitors, in the case of the left foot, have a steel skid and be made with a curved front extending at least 50mm over the toe of the boot.
C	Boots which must be: a) Constructed of leather, plastic or other similarly durable material, and b) Of a length that must at least cover ¾ of the length of the lower leg. The trousers and boots must overlap and be secure when the rider is in the normal riding position.
D	Level C standard, and of recognised Dirt Track type.
E	Level C standard, and of recognised Motocross type.
	Synthetic or rubber boots may be worn as an alternative to leather for competitors with smaller than a size 1 foot (Juniors Only).
F	Level C standard, and of recognised Motorcycle type that covers 2/3rds of the lower leg.
G	Calf length boots constructed of leather or similar durable material.

6 GLOVES

A	Gloves of non-split leather or other material of similar or greater durability and having the following properties: a) A minimum thickness of 1.5mm, b) Be fire retardant, c) Be resistant to abrasion, d) Have perspiration absorbing qualities, e) Be medically non-toxic and non-allergenic.
B	Gloves of leather or other material of similar or greater durability.
	Fingerless gloves may be worn by passengers on sidecars.
C	Not mandatory

7 GOGGLES AND VISORS

7.1 All Disciplines (except Trial)

7.1.0.1 Eye protection, including spectacles, goggles, helmet visors to comply with the following:

a) Eye protectors and spectacles are made of non-shattering material,

b) Eye protectors which cause visual disturbance are not to be used,

c) Visors must be an integral part of the helmet,

d) Metal or Perspex face shields are not permitted,

e) Eye shades or peaks must be of a flexible material.

7.1.0.2 Visors mounted on the helmet or peak may not be used unless:

a) The visor is made of a flexible material that will not shatter on impact,

b) Any rivets or screws used to mount the mechanism are fitted with their heads flush with the inner or lower surface, provided that where flush finishing is impractical on a peak, round headed screws or pop rivets projecting no more than 3mm from the surface may be used.

7.2 Off-Road Disciplines

7.2.0.1 **Tear-off's are banned for all Off-**Road related disciplines, including Minikhana.

7.2.0.2 **Exemptions are available for Junior,** Senior and Classic Motocross events **by application of the Track Licensee to the Relevant Controlling Body.**

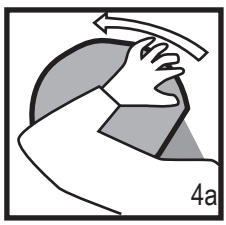
a) Automatic exemptions will apply for Supercross events held at **temporary tracks and venues.**

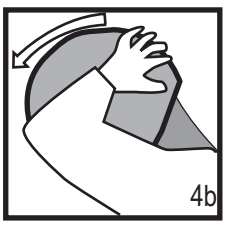
7.2.0.3 For Off-Road disciplines a competitor must, at the start of each event or special test, be wearing goggles or a similar form of eye protection. It is strongly recommended that the competitor wear the eye protection at all times during the event. Where the competitor removes their eye protection during the course of an event, they do so entirely at their own risk.

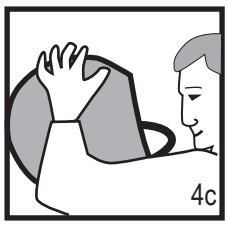
HELMET FITTING GUIDE

1. Start by measuring the size required at the crown of the head.
2. Put helmet on and connect the strap, then tighten as required.
3. Check that there is no side to side movement [image 3]
4 With your head tilted forwards, try to pull the helmet off from the back [see images 4a-c].
5. Check that you can see clearly over your shoulders.
6 Make sure you can breathe easily in the helmet and that no part of the helmet covers your nose or mouth.
7. Never wind a scarf around the helmet so that it may obstruct air from entering your helmet.
8. Never have a scarf trapped under the strap.
9 Make sure you can open the visor with one gloved hand.
10. Satisfy yourself the back of your helmet is designed to protect your neck.
11 Always buy the best helmet you can afford.









	Road Race	Historic Road Racing	Motocross & Supercross	Classic MX & Classic Dirt Track	Enduro Special Tests	ATV	Speedway	Dirt Track	Track	Supermoto	Trial	Minikhana	
National flag dropped or raised	x	x	x	x	x	x		x	x	x		x	Start of race
Red flag waved	x	x	x	x	x	x	x	x	x	x		x	Race or Practice stopped prematurely. Competitors must slow down, must not overtake and must slowly proceed to the parc fermé, pits, or other area indicated to them by officials. The red flag will also be used to signal the end of a demonstration
White flag with red cross waved			x	x		x							Medical staff on track, proceed with extreme caution. Riders must roll each jump individually with no overtaking until past the area of concern.
Black flag held stationary and black board with rider's number	x	x	x	x		x		x	x	x		x	Competitor with number indicated on black board must stop at the pits on the next lap
Yellow flag held stationary	x	x			x	x		x	x	x			Danger, ride slowly, overtaking is forbidden
Yellow flag waved	x	x				x		x	x				Immediate danger, slow down, prepare to stop, overtaking forbidden
MX Yellow flag held stationary			x	x		x						x	Danger, ride cautiously ~~prepare to stop jumping and overtaking forbidden~~
MX Yellow flag waved			x	x		x							Great danger, prepare to stop, no overtaking. **A significant reduction in speed must be observed; therefore, jumps should not be attempted. (The waved yellow flag is superior to the stationary yellow flag)**
Yellow flag with red stripes held stationary	x	x				x		x	x	x		x	Deterioration of adhesion of the track
Yellow flag with black diagonal cross						x	x						Last lap flag for Speedway only
White flag waved	x	x	x	x		x		x	x	x		x	Slow moving intervention vehicle on track
Blue flag held stationary	x	x	x	x		x		x	x	x		x	Overtaking signal warning that the rider is soon to be overtaken
Blue flag waved	x	x	x	x		x		x	x	x		x	Overtaking signal warning that the rider is about to be overtaken
Green flag waved	x	x	x	x	x	x		x	x	x		x	Course clear
Last lap board	x	x	x	x	x	x		x	x	x		x	The last lap of the race is about to commence
Purple flag	x		x			x		x	x	x		x	Protest flag for all junior competitors
Black and white chequered flag waved	x	x	x	x	x	x	x	x	x	x		x	Finish of Race, Practice session or Qualifying
Flag signals may be supplemented by light signals as follows:													
One or two flashing yellow lights = Yellow flagged waved	x	x				x		x	x				Immediate danger, slow down, prepare to stop, overtaking forbidden
Green light = Green flag waved	x	x	x	x	x	x		x	x	x		x	Course clear
Red light = Red flag waved	x	x	x	x	x	x	x	x	x	x		x	Race or practice stopped prematurely. Competitors must slow down, must not overtake and must slowly proceed to the parc fermé, pits, or other area indicated to them by officials
No Jump Light = MX Yellow flag			x	x	x	x				x		x	Danger, overtaking forbidden, jumping forbidden

	Road Race	Historic Road Racing	Motocross & Supercross	Classic MX & Classic Dirt Track	Enduro	ATV (MX, SX & Enduro)	ATV (Speedway, Dirt Track & Track)	Speedway	Dirt Track & Track	Supermoto	Trial	Minikhana	Record Attempts
Sound Emissions LIMIT dB(A)	95	95	112	95	112	112	115	115	115	112	112	112	No Limit
Sound Emissions Allowance dB(A)	NA	NA	2 Pre-Race 1 Post-Race	NA	2 Pre-Race 3 Post-Race	4	3	3	3	4	4	4	NA
Sound Emissions Method for Testing	A	A	B	A	B	B	B	B	B	B	B	B	NA
Fuel All Machines	A	C	A	D	A	A	A	A	A	A	A	A	-
Fuel Exceptions	A / C[1]	B[1]	D	NA	NA	D	D	B[1]	B[1] / D	NA	C[1]	NA	-

Road Race notes:
1. 125cc & 250GP 2-stroke machines only

Historic RR notes:
1. Excludes Period 5 and Period 6 Solo machines

Speed-way notes:
1. Senior, Classic and 250cc/ 350cc Junior classes only

Dirt Track & Track notes:
1. Senior and Classic classes only

Trial notes:
1. Classic classes only

1 SOUND EMISSIONS:

METHOD FOR TESTING

A	30 Metre Ride-By Test The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, 30 metres from the edge of the track at a high speed point.
B	2 Metre Max Method Refer to Appendix C: 1.4 Use of Sound Level Meters: 2 Metre Max Method

1.1 Sound Testing: General

1.1.1 Sound testing must be carried out at all permitted events however it is not mandatory to test all machines

1.1.2 Where government regulations or planning orders exist in relation to lower sound emissions or where a venue has lower sound emission requirements as part of the hire contract, the sound emission required will prevail over Appendix C.

1.2 Sound Control during Competition

1.2.1 The Sound Control Officer (SCO) must arrive in sufficient time for discussions with the Clerk of the Course and other Technical Officials in order that a suitable test site and testing policy can be agreed.

1.2.2 Machines can be tested before, or after competing in an event, chosen by ballot, or as required by a Steward, Clerk of Course or SCO.

1.2.3 Sound testing apparatus must:

a) Comply with International standard IEC 651, Type 1 or Type 2.

b) Include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

1.2.4 Sound testing apparatus must be set to:

a) 'Fast response',

b) 'A' weighted,

c) Select range High 80~130 dB,

d) Activate the function MAX MIN - set on MAX.

1.3 Machine Testing

1.3.1 No person may compete in any event on a machine whose sound emissions exceed the prescribed levels.

1.3.2 If a machine fails, it can be represented for re-testing.

1.3.3 A machine which does not comply with the sound limits can be presented several times.

1.3.4 Provided sound emission levels are not exceeded, exhaust systems may operate without silencers

1.3.5 Tests shall not take place in the rain

1.4 Use of Sound Level Meters: 2 Metre Max Method

1.4.1 Set up of the sound meter and the motorcycle:

a) The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, at the rear of the motorcycle.

b) For the place and position of the motorcycle, ensure that there are no solid obstacles within a 10 metre radius of the microphone.

c) The sound meter will be positioned at a distance of two metres behind the motorcycle, with an angle of 45° away from the centerline, on the exhaust side and at a height of 1.35 metres above the ground, with the sound meter level.

d) The two metre distance is measured from the point where the centre of rear tyre touches the ground.

e) It is preferred that the tests are conducted on soft ground, to prevent reverberation, for example, grass or fine gravel.

f) In other than moderate wind, machines should face forward in to the wind direction.

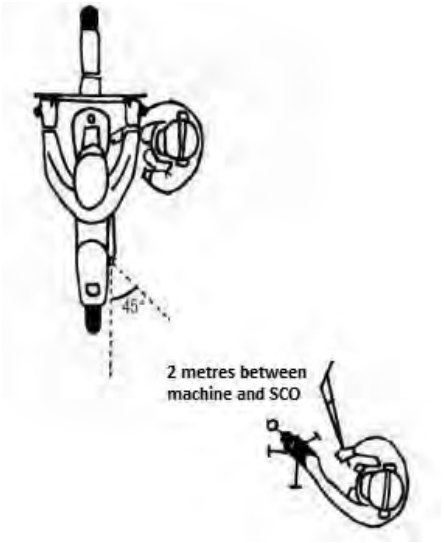
g) The ambient sound level must remain lower than 100 dB/A.

1.4.2 Positioning of the motorcycle:

The reference points:

a) For a motorcycle: the contact point of the rear wheel on the ground.

b) For motorcycles fitted with two exhaust outputs, the measurement



will be made on the side of the air intake. If a central positioned air intake is used, both sides will be tested.

c) For Sidecars: the contact point of the side wheel on the ground.

1.4.3 Testing method:

a) The measurement can be made with the motorcycle on its wheels or on a stand, with a hot engine.

b) During a sound test, machines not equipped with a gear box neutral must be placed on a stand.

c) The SCO should stand beside the motorcycles, opposite the microphone and not screen or stand between the bike and the microphone. An assistant, placed on the left side of the motorcycle, shall disengage the clutch.

d) The SCO shall open the throttle as fast as possible until full open throttle (instantly, within 0.3 seconds) and keep at max engine 'rpm' for at least one second. *To end, the SCO will release the throttle quickly*.

e) If the result exceeds the limit, including 'after fire', the Inspector shall test the motorcycle a maximum of two more times.

f) For motorcycles equipped with an engine rpm limiter, opening the throttle will be made - instantly, within 0.3 seconds - and kept open until at least one second has evolved and/or when there is an audible sign of over revving the engine.

g) For motorcycles without an engine 'rpm' limiter, the opening of the throttle will have to be lower than two seconds and/or when there is an audible sign of over-revving the engine.

h) If the engine tends to suffocate, close the throttle slightly and re-open the throttle.

i) If detonations appear, the measurement must be started again.

j) The numbers obtained from the test shall not be rounded down.

k) For the sound level measurement, the handling of the throttle is limited only to the SCO, who shall open the throttle themselves in order to minimize the influence by another operator (for that, it is helpful to have the microphone equipped with an extension cable to the sound meter).

l) The motorcycle may be tested in gear.

m) Exhaust system damage during the race: silencers fitted with removable end cap/adapters/inserts to reduce sound must be securely mounted. If removable end cap/adapters/inserts become separated from the silencer during practice, qualifying or race and the machine exceeds posted sound limits, the silencer will be deemed modified and a penalty will apply. Motorcycle exhaust systems sustaining damage during the race must meet post-race sound limits.

n) Any competitor whose machine is tested post-race and found to exceed the maximum allowed post-race sound limit will be relegated three finishing positions for the previous race. Post-qualifying, the riders' best lap will be removed from the results.

o) Machines found to be using lower RPM limits for the static sound test than what is used on track will be immediately excluded from the

previous race. This may be verified by the use of a tachometer. For machines fitted with map select switches, all switch positions may be tested.

p) Motorcycles that do not comply with sound test limits pre-race will not be permitted to enter the course.

1.4.4 Post-race testing protocol:

a) Immediately after each race, motorcycles selected for sound testing must proceed directly to the sound testing area.

b) Only two crew members per machine including the rider are permitted in the sound testing area at any one time.

c) Where a competitor's machine does not proceed directly to the sound testing area, the competitor will be subject to a three position relegation.

d) Machines selected for post-race sound testing must not be adjusted or interfered with until sound test is completed. A three position relegation will apply for non-compliance.

2 FUEL

A	Must be Unleaded, and i) No more than 100 RON, ii) Contain no additives other than those added at the point of manufacture except for lubricating oils, and iii) Be readily available in Australia. For the avoidance of doubt this means the fuel must be available for sale on demand from a roadside bowser outlet at each of at least five separate service stations in each of at least five Australian States or Territories
	Be a brand of fuel homologated by MA that is compatible with the "Fuel Quality Standards Act 2000".
B	Level A Fuel, or
	Pure Methanol
C	Level A Fuel, or
	Leaded Fuel
D	Level A Fuel
	Pure Methanol, or
	Leaded Fuel

3 FUEL EXCEPTIONS

A	Moto2 and Moto3 GP machines may use fuel in accordance with the FIM Technical Regulations
B	May use Pure Methanol
C	May use Leaded Fuel
D	May use upper Cylinder lubricant in 4-Stroke engines

4 FUEL: GENERAL

4.1 Fuel Warning

4.1.1 Fuels and lubricants are highly specialised substances and participants must be aware they may contain substances that are extremely dangerous to human health if misused, inhaled or allowed to contact skin.

4.1.2 Some of the components of fuel and lubricants are suspected of having the potential to cause cancer in rare circumstances.

4.1.3 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

4.1.4 Fuels should be used and stored with extreme care and in accordance with the manufacturer's instructions.

4.2 Fuel Testing

4.2.1 For any event, meeting or series, the Relevant Controlling Body may direct that no fuels other than fuels of prescribed specifications and from a prescribed source may be used.

a) Tests to ensure that only prescribed fuels are used in an event, meeting or series may be administered at any time and place during the course of the same,

b) The Clerk of Course, Race Director or Chief Scrutineer may direct the administration of fuel tests.

4.2.2 Fuel tests must comply with the following procedures:

a) All containers for holding samples must be clean and constructed of robust non-reactive impermeable material, must be sealable, and must have provision for identification,

b) Equipment used for the extraction of fuel from machines must be clean and constructed of fuel non-reactive material,

c) All samples must be divided into two lots (Sample A and Sample B) of not less than 5ml each, which must be placed in separate containers,

d) Once samples are placed in containers, the containers must immediately be sealed and identified by reference to the machine from which the sample was taken. This information must be entered on a fuel sample certificate which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken and the identity of the rider,

e) Both samples must remain in the control of the official who administered the test.

f) The rider or the representative must sign the fuel sample certificate acknowledging samples have been taken and are sealed,

g) All samples held by the official must be delivered as soon as practicable after the competition to the relevant controlling body which must deliver the Sample A as soon as practicable to a laboratory approved by MA where they must be tested for content and quality in accordance with standard scientific procedures,

h) The relevant controlling body must as soon as practicable after receipt of the results notify the rider or rider's team representative and MA,

i) If the rider is dissatisfied with the test result of sample A, they may request sample B be tested at an MA approved laboratory in their presence.

5 SANCTIONS

5.1 **Where a competitor has been found to** have used a fuel which is outside of the **prescribed specifications contained** within these rules,

a) The competitor will be excluded from the results of the event where the samples were obtained, and excluded from all events the competitor participated in prior to the sampling at that meeting,

b) All costs associated with laboratory testing of fuel samples will be borne by the competitor,

5.1.2 **The laboratory tests are considered to be "judge of fact" and the penalties, as applied, are mandatory and not open** to protest or appeal.

5.1.3 **Fines in addition to any other sanctions may also be applied for this breach of rules**

5.2 Refuelling

5.2.1 During refuelling, each machine must be stationary with the engine stopped.

5.2.2 Refuelling will be deemed to have commenced when the fuel tank has been opened and completed when the tank is closed.

5.2.3 Smoking is strictly prohibited in areas where refuelling is permitted.

5.2.4 Riders are liable for exclusion from an event for failing to adhere to GCR 5.2.3, and are responsible for the actions of their mechanics and support team members.

6 HOMOLOGATION OF FUEL

6.1 Unleaded fuel produced by an oil company for sale in the Australian general transport fuel market through retail petrol pumps in at least five States does not have to be homologated. For the avoidance of doubt this means the fuel must be available for sale on demand from a roadside bowser outlet at each of at least five separate service stations in each of at least five Australian States or Territories.

6.2 Organisations seeking homologation of fuel must provide MA with:

a) 2 one-litre sealed containers of the fuel for analysis,

b) Details of the fuels characteristics,

c) The distribution network,

d) The price structure,

e) A homologation fee of $2,500 in the first year and $2,000 per year thereafter.

6.3 Fuels approved under this GCR will be published at www.ma.org.au.

MODEL SUPPLEMENTARY REGULATIONS AND UPDATED MEMBER PROTECTION POLICY

UP TO DATE MODEL SUPPLEMENTARY REGULATIONS ARE AVAILABLE EXCLUSIVELY ON THE MA WEBSITE

THE UPDATED VERSION OF THE MEMBER PROTECTION POLICY WAS NOT AVAILABLE FROM THE ASC AT THE TIME OF PRINTING.

PLEASE REFER TO THE MA WEBSITE FOR THE FULL MEMBER PROTECTION POLICY AND ASSOCIATED FORMS.

WWW.MA.ORG.AU OR CALL
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For all your Motorcycling in Tasmania queries, be it Competition or Recreation, we're here to help you get the most out of your Motorcycling experience.